VICTORIA BOULEVARD APARTMENTS TRAFFIC IMPACT ANALYSIS

City of Dana Point

July 22, 2022

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Traffic Engineering • Transportation Planning • Parking • Noise & Vibration
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prepared by

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Project No. 19-0196

TABLE OF CONTENTS

APPENDICES

LIST OF TABLES

LIST OF FIGURES

EXECUTIVE SUMMARY

The purpose of this traffic impact analysis is to provide an assessment of traffic operations resulting from development of the proposed Victoria Boulevard Apartment Project and to identify operational improvements necessary to maintain roadway performance standards established by the City of Dana Point. The project effect on roadway operations is evaluated in the context of General Plan conformance and requirements under local discretionary authority. This report analyzes traffic impacts for the anticipated project opening year in 2025.

Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with technical terms related to transportation engineering.

Project Description

The approximately 5.5-acre project site is located at 26126 Victoria Boulevard in the City of Dana Point. The project site is currently occupied by the Capistrano Unified School District (CUSD) maintenance and bus yard. The proposed project consists of redeveloping the project site with an apartment building containing up to 356 dwelling units, including interior and exterior amenities and a parking structure.

The proposed project will provide two full access driveways and one emergency vehicle access driveway. The main access location is proposed at Sepulveda Avenue between Domingo Avenue and Victoria Boulevard. The secondary access is proposed at Victoria Boulevard near the southeast property boundary. The emergency vehicle access is proposed at Sepulveda Avenue near the southwest property boundary. The proposed project is anticipated to be constructed and fully operational by Year 2025.

Existing Levels of Service

The study intersections currently operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Existing conditions, except for locally designated "Traffic Operations Hot Spots" which may operate up to Level of Service E.

Project Trip Generation

The proposed project is forecast to generate approximately 2,518 net new daily weekday trips, including 155 net new trips during the weekday AM peak hour and 204 net new trips during the weekday PM peak hour, 256 net new trips during the Saturday mid-day peak hour, and 245 net new trips during the Sunday mid-day peak hour.

Intersection Levels of Service Analysis

The proposed project is forecast to result in no project related Level of Service deficiencies at the study intersections for Existing or Opening Year (2025) conditions during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour conditions based on the applicable performance standards established by the City of Dana Point, City of San Juan Capistrano, and the California Department of Transportation.

The study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 Without Project conditions, except for the following study intersection that is forecast to operate at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 Without Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvements summarized below.

The study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 With Project conditions, except for the following study intersection that is forecast to continue operating at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 With Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the previously identified improvements.

Level of Service Improvements

For Year 2045 Without and With Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvements described below:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

- Restripe the northbound approach (and southbound approach, as necessary) to accommodate two northbound left turn lanes
- Change north-south signal operation from split phasing to protected left-turn phasing
- Install eastbound right turn overlap signal phasing

Congestion Management Program

The project is forecast to contribute fewer than 51 weekday peak hour trips or 120 or more weekday peak hour trips to a mainline freeway monitoring location. Therefore, a Congestion Management Program impact analysis is not required for this project.

State Highway Analysis

The State highway study intersections are forecast to operate within acceptable Levels of Service (D or better, except for "Hot Spots" which may operate at LOS E or better) during the peak hours for the evaluated scenarios; therefore, the proposed project is forecast to result in no project related Level of Service deficiencies at the State highway study intersections based on the Caltrans-established performance standards with implementation of the previously identified improvements.

Focused Sunday Level of Service Analysis

The proposed project is forecast to result in no project related Level of Service deficiencies at the focused area study intersections for the evaluated scenarios during Sunday peak hour conditions.

Site Access and Circulation

On-site circulation patterns and sight distance requirements are illustrated on Figure 54.

Based on the current project site plan and County of Orange standards, it appears the required stacking lengths can be accommodated on-site without backing into the public right-of-way and adequate turn around areas are provided in front of the gates. "Do Not Enter" directional signage and/or one-way pavement markings should be provided at the Sepulveda entry area to ensure exiting visitor vehicles do not unintentionally enter the inbound driveway lane.

Developer Fees

The proposed project will provide payment of the City of Dana Point Local and Regional Circulation System fees to provide project-improvement of incremental cumulative traffic impacts.

Additionally, the project shall pay fair-share fees to the City of San Juan Capistrano for the cumulative impact at the intersection of Camino Capistrano at Stonehill Drive (Intersection #2) as specified in the City of San Juan Capistrano Traffic Studies Policy 310.

Vehicle Miles Traveled

In accordance with provisions of the California Environmental Quality Act (CEQA), vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts under CEQA. Level of Service analysis is performed solely for General Plan conformance since a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA. The project's VMT impacts for CEQA conformance are evaluated in a separate document.

1. INTRODUCTION

This section describes the purpose of this traffic impact analysis, project location, proposed development, and study area. Figure 1 and Figure 2 shows the regional location map and project location map, respectively. Figure 3 illustrates the project site plan.

PURPOSE AND OBJECTIVES

The purpose of this traffic impact analysis is to provide an assessment of traffic operations resulting from development of the proposed Victoria Boulevard Apartment Project and to identify operational improvements necessary to maintain roadway performance standards established by the City of Dana Point. The project effect on roadway operations is evaluated in the context of General Plan conformance and requirements under local discretionary authority. This report analyzes traffic impacts for the anticipated project opening year in 2025.

Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with technical terms related to transportation engineering.

PROJECT DESCRIPTION

The approximately 5.5-acre project site is located at 26126 Victoria Boulevard in the City of Dana Point. The project site is currently occupied by the Capistrano Unified School District (CUSD) maintenance and bus yard. The proposed project consists of redeveloping the project site with an apartment building containing up to 356 dwelling units, including interior and exterior amenities and a parking structure.

The proposed project will provide two full access driveways and one emergency vehicle access driveway. The main access location is proposed at Sepulveda Avenue between Domingo Avenue and Victoria Boulevard. The secondary access is proposed at Victoria Boulevard near the southeast property boundary. The emergency vehicle access is proposed at Sepulveda Avenue near the southwest property boundary. The proposed project is anticipated to be constructed and fully operational by Year 2025.

ANALYSIS SCENARIOS

The following scenarios are analyzed during typical weekday AM, weekday PM peak hour, and Saturday mid-day peak hour conditions:

- Existing
- Existing Plus Project
- Opening Year (2025) Without Project
- Opening Year (2025) With Project
- Year 2045 Without Project
- Year 2045 With Project

Additionally, a focused analysis is included for the above scenarios for Sunday mid-day peak hour conditions.

STUDY AREA

Based on scoping coordination with City of Dana Point staff (see Appendix B), the study area consists of the following study intersections and project driveways within the jurisdictions of City of Dana Point, City of San Juan Capistrano, and California Department of Transportation (Caltrans):

Study Intersections[1]	Jurisdiction
1. Del Obispo Street (NS) at Pacific Coast Highway (EW)	Dana Point
2. Camino Capistrano (NS) at Stonehill Drive/I-5 NB On-Ramp (EW)	San Juan Capistrano/Caltrans
3. Doheny Park Road (NS) at Victoria Boulevard (EW)	Dana Point
4. Doheny Park Road (NS) at Domingo Avenue (EW)	Dana Point
5. Doheny Park Road (NS) at Las Vegas Avenue/SR-1 NB Ramps (EW)	Dana Point/Caltrans
6. Doheny Park Road (NS) at Pacific Coast Highway (EW)	Dana Point/Caltrans
7. Sepulveda Avenue (NS) at Victoria Boulevard (EW)	Dana Point
8. Sepulveda Avenue (NS) at Domingo Avenue (EW)	Dana Point
9. Camino Capistrano (NS) at Victoria Boulevard (EW)	Dana Point
10. Camino Capistrano (NS) at Via Canon (EW)	Dana Point
11. Camino Las Ramblas (NS) at I-5 SB Off-Ramp (EW)	Dana Point/Caltrans
12. Sepulveda Avenue (NS) at Project Driveway (EW)	Dana Point
13. Project Driveway (NS) at Victoria Boulevard (EW)	Dana Point

[1] (NS) = North-South roadway; (EW) = East-West roadway; NB = Northbound; SB = Southbound

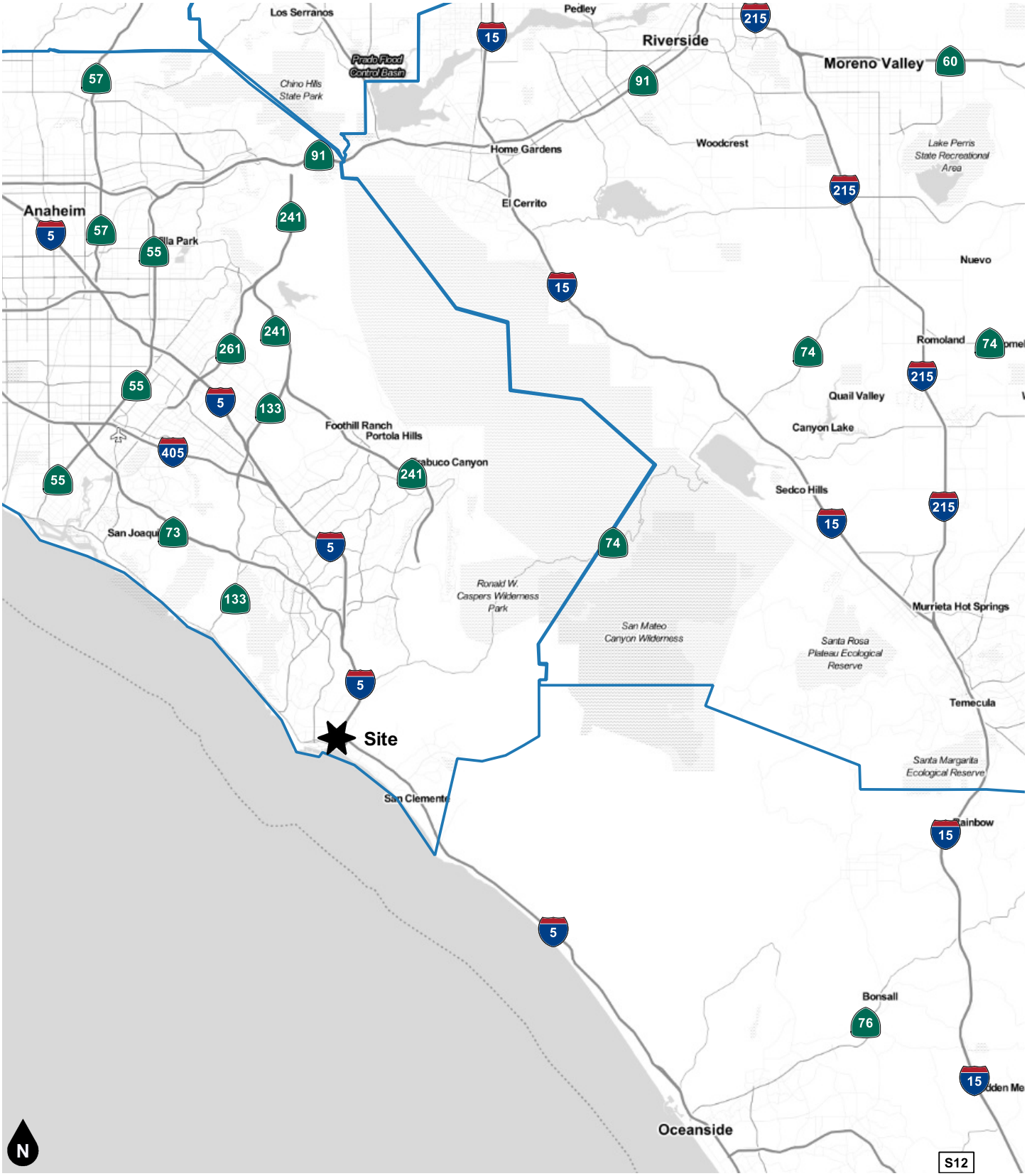
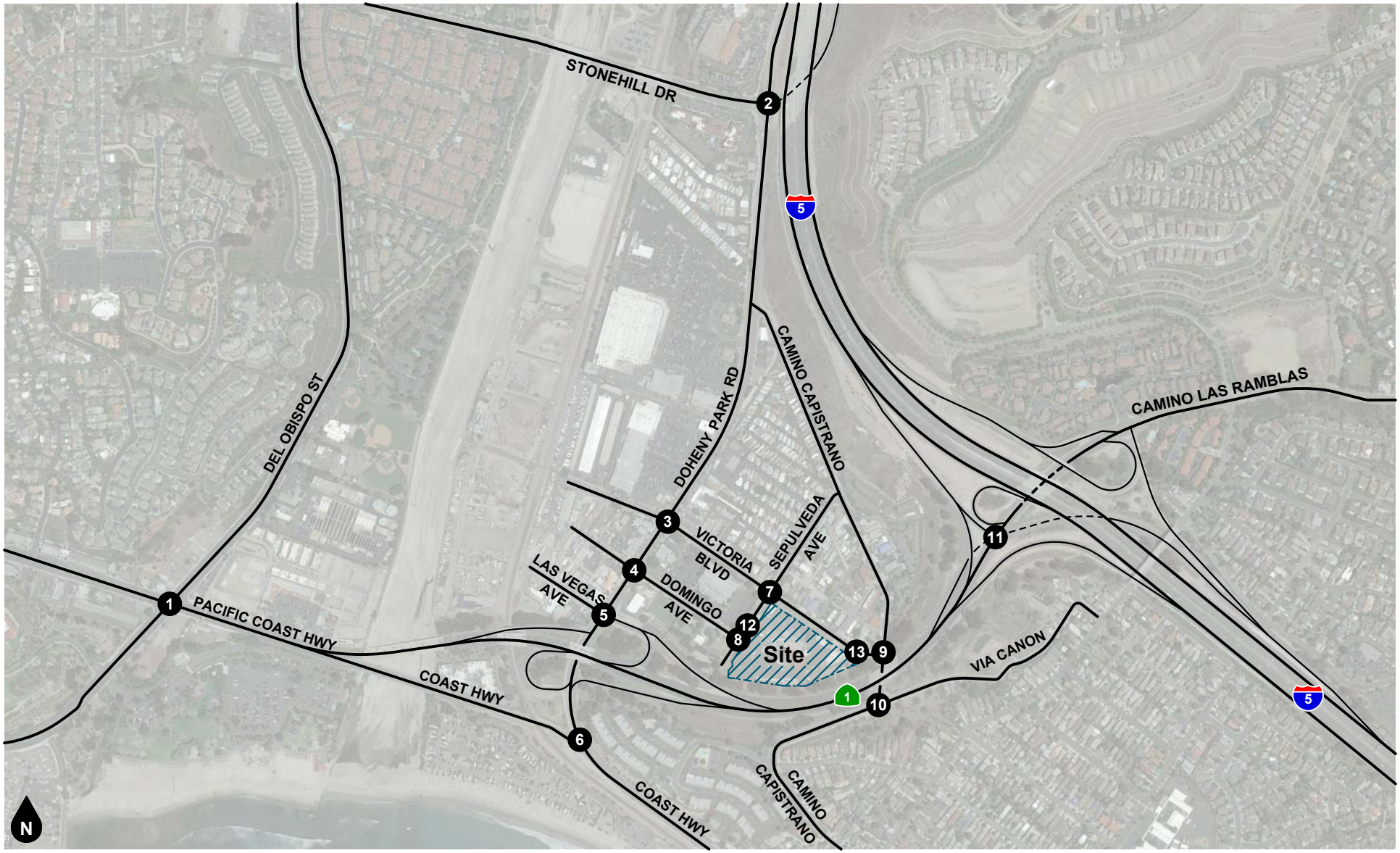


Figure 1
Regional Vicinity



Legend

Study Intersection

Figure 2
Project Location Map

Figure 3
Site Plan

2. METHODOLOGY

This section describes the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

LEVEL OF SERVICE ANALYSIS METHODOLOGY

Intersection Capacity Utilization Methodology

Analysis of non-State highway signalized study intersections within the City of Dana Point and City of San Juan Capistrano are analyzed using the Intersection Capacity Utilization (ICU) methodology in accordance with the parameters established by the City of Dana Point *Circulation Element* (June 1995). The ICU methodology compares the volume of traffic using the intersection to the capacity of the intersection. The resulting volume-to-capacity (V/C) ratio represents that portion of the total hourly capacity required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity.

The volume-to-capacity ratio is then correlated to a performance measure known as Level of Service based on the following thresholds:

Level of Service	Volume/Capacity Ratio
A	≤ 0.600
B	0.601 to 0.700
C	0.701 to 0.800
D	0.801 to 0.900
E	0.901 to 1.000
F	> 1.000

Source: Transportation Research Board, *Interim Materials on Highway Capacity*, Transportation Research Circular No. 212, January 1980.

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). ICU analysis was performed using the Vistro software.

Consistent with City of Dana Point requirements, this analysis uses the following input parameters for the ICU analysis: 1,700 vehicles per hour per lane and a yellow clearance/lost time of 0.05 (i.e., 5 percent).

Intersection Delay Methodology

Unsignalized intersections within Dana Point and all study intersections within San Juan Capistrano and Caltrans jurisdiction are analyzed using the intersection delay methodology based on procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, *Highway Capacity Manual* (6th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). At intersections with traffic signal or all way stop control, Level of Service is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), Level of Service is determined by the average control delay for the worst individual movement (or movements sharing a single lane). Intersection delay analysis was performed using the Vistro software with default capacity values and adjustment factors recommended in the *Highway Capacity Manual*.

Performance Standards

City of Dana Point

The City of Dana Point General Plan has established the following minimum acceptable Level of Service (LOS) for roadway segment and peak hour intersection operations:

- Primary Arterials, Secondary Arterials and Local Streets LOS C
- Major Arterials and State Highways LOS D
- Orange County Congestion Management Plan Designated Roadways LOS E

The City of Dana Point uses the following criteria to determine whether the addition of project-generated trips results in a Level of Service deficiency, and thus requires operational improvement:

- Primary Arterials, Secondary Arterials and Local Streets: The addition of project-generated trips is forecast to increase the ICU by one percent (1%) or more at a signalized study intersection operating at Level of Service D or worse.

- Major Arterials and State Highways: The addition of project-generated trips is forecast to increase the ICU by one percent (1%) or more at a signalized study intersection operating at Level of Service E or worse.

- CMP Designated Roadways: The addition of project-generated trips is forecast to increase the ICU by one percent (1%) or more at a signalized study intersection operating at Level of Service F or worse.

- The addition of project-generated trips is forecast to cause or worsen unacceptable Level of Service at an unsignalized study intersection AND the peak hour traffic volume warrant (Warrant 3) is satisfied in accordance with the *California Manual on Uniform Traffic Control Devices*.

City of San Juan Capistrano

The City of San Juan Capistrano strives to maintain Level of Service (LOS) goal of LOS D for roadway segments and AM and PM peak hour intersection operations with the exception that areas designated as "Traffic Operations Hot Spots" which may operate up to Level of Service E.

The City of San Juan Capistrano utilizes the following criteria as noted in the *Preparation and Use of Traffic Studies Administrative Policy 310* (May 22, 2020) [San Juan Capistrano TS Policy 310] to determine whether the addition of project-generated trips results in a Level of Service deficiency, and thus requires operational improvement:

- When the Existing pre-project Level of Service D (or better) is reduced to Level of Service E (or worse), AND the project related increase (Existing Plus Project minus Existing) to capacity/delay analysis output is +0.010 V/C (or more) OR +2.0 seconds/vehicle (or more); this is considered a project's direct measurable impact which the project must mitigate to an acceptable LOS.

- When the Existing pre-project Level of Service is LOS E (or worse) AND the project related increase (Existing Plus Project minus Existing) to capacity/delay analysis output is +0.010 V/C (or more) OR +2.0 seconds /vehicle (or more); this is considered a project's direct measurable impact which the project must mitigate to pre-project condition.

- When the Cumulative Level of Service is LOS E (or worse) AND the project related increase (Existing Plus Project minus Existing) to capacity/delay analysis output is +0.010 V/C (or more) OR +2.0 seconds /vehicle (or more); this is considered a project's cumulative impact which the project must pay their fair-share of the total cost of the for improvements not identified by the Capistrano Circulation Fee Program (CCFP).

- For areas designated as "Traffic Operations Hot Spots" which may operate up to Level of Service E, when the pre-project Level of Service E (or better) is reduced to Level of Service F (or worse), AND the project related increase to capacity/delay analysis output is +0.005 V/C (or more) OR +1.0 seconds/vehicle (or more); this is considered a project's direct measurable impact.

- For areas designated as "Traffic Operations Hot Spots" which may operate up to Level of Service E, when the Cumulative Level of Service is LOS F, AND the project related increase to capacity/delay analysis output is +0.005 V/C (or more) OR +1.0 seconds/vehicle (or more); this is considered a project's cumulative impact.

California Department of Transportation

As stated in the *Guide for the Preparation of Traffic Impact Studies* (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities, except for locally designated "Traffic Operations Hot Spots,"" which may operate up to Level of Service E.

Based on the California Department of Transportation established performance standards, a project-related deficiency is defined to occur if the addition of project generated trips is forecast to cause the performance of a State Highway study intersection to change from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F), except at locally designated "Traffic Operations Hot Spots", which may operate up to Level of Service E.

OPERATIONAL IMPROVEMENT REQUIREMENTS

If a project is forecast to cause a Level of Service deficiency, feasible operational improvements that will reduce the deficiency to a less than significant level must be identified. Operational improvements can be in many forms, including the addition of lanes, traffic control modification, or demand management measures. If no feasible operational improvements can be identified for a significantly deficient facility, the deficiency will remain significant and unavoidable and a statement of overriding considerations will be required.

To improve a project related Level of Service deficiency at facilities with acceptable Level of Service under pre-project conditions, the project shall provide or contribute to improvements that would provide acceptable Level of Service. To improve a project related Level of Service deficiency at facilities with unacceptable Level of Service under pre-project conditions, the project shall provide or contribute to improvements that would provide volume-to-capacity or delay operations that are equal to or better than pre-project conditions.

3. EXISTING CONDITIONS

EXISTING ROADWAY SYSTEM

Figure 4 shows the lane geometry and intersection traffic controls for existing conditions based on a field survey of the study area. Regional access to the project area is provided by the I-5 freeway north-east of the project site. The key north-south roadways providing local circulation is Doheny Park Road Avenue, Sepulveda Avenue, and Camino Capistrano. The key east-west roadway providing local circulation include Stonehill Drive, Victoria Boulevard, Domingo Avenue, and Pacific Coast Highway.

Interstate 5 (I-5) is an 11- to 13-lane divided freeway in the project vicinity providing regional north-south circulation through Orange County and the State of California. I-5 Freeway access is provided via grade separated interchanges at Pacific Coast Highway and Stonehill Drive. It currently carries approximately 242,200 to 243,300 vehicles per day in the project vicinity.

Camino Capistrano / **Doheny Park Road** is a four-lane divided roadway providing north-south local access in the study area. Between Stonehill Drive and Victoria Boulevard, Camino Capistrano turns easterly as a two-lane undivided roadway connecting to Via Canon while the four-lane segment continues to the south as Doheny Park Road. Camino Capistrano/Doheny Park Road has two-way left turn lane with intermittent raised medians. Doheny Park Road is classified as an Augmented Primary Arterial (4-6 lanes divided roadway without parking) in the City of Dana Point General Plan. On-street parking is prohibited on the northern segment of Camino Capistrano and generally permitted on the southern segment of Doheny Park Road. On-street Class II bicycle lanes are provided on Doheny Park Road between Pacific Coast Highway and Camino Capistrano. Sidewalks are provided on both sides of Doheny Park Road and on the west side of Camino Capistrano. The posted speed limit is 35 miles per hour miles per hour in the project vicinity.

Sepulveda Avenue is a two-lane undivided roadway providing local north-south circulation in the study area. Sepulveda Avenue not classified in the City of Dana Point General Plan. On-street parking is generally permitted on Sepulveda Avenue. Dedicated on-street bicycle lanes are not provided in the study area. Sidewalks are generally provided on both sides of the roadway and there is no posted speed limit in the project vicinity.

Camino Capistrano (east of Doheny Park Road) is a two-lane undivided roadway trending northwest-southeast in the study area. Camino Capistrano classified as a Secondary roadway in the City of Dana Point General Plan. On-street parking is generally permitted north of Victoria Boulevard in the project area. There are no dedicated bicycle lanes on Camino Capistrano (east of Doheny Park Road) in the study area. Sidewalks are provided on both sides of the Camino Capistrano (east of Doheny Park Road). The posted speed limit is 35 miles per hour miles per hour.

Stonehill Drive is a four- to six-lane divided roadway providing local east-west circulation in the study area. Stonehill Drive classified as a Primary Arterial west of San Juan Creek and a Major Arterial east of San Juan Creek in the City of Dana Point General Plan. On-street parking is generally prohibited, except between Del Obispo Street and San Juan Creek. On-street Class II bicycle lanes are provided on Stonehill Drive between Del Obispo Street and San Juan Creek. Sidewalks are provided on both sides of the roadway. The posted speed limit is 40 miles per hour west of San Juan Creek and 50 miles per hour east of San Juan Creek.

Victoria Boulevard is a two-lane undivided roadway providing local east-west circulation in the study area. Victoria Boulevard not classified in the City of Dana Point General Plan. On-street parking is generally permitted in the project area. There are no dedicated bicycle lanes provided within the study area. Sidewalks are generally provided on both sides of the roadway. There is no posted speed limit within the study area.

Domingo Avenue is a two-lane undivided roadway providing local east-west circulation in the study area. Domingo Avenue is not classified in the City of Dana Point General Plan. On-street parking is generally permitted in the project area. There are no dedicated bicycle lanes provided within the study area. Sidewalks are generally provided on both sides of the roadway. There is no posted speed limit within the study area.

Pacific Coast Highway/State Route 1 (SR-1) is a four- to six-lane divided roadway in the project vicinity providing regional circulation along the coast. Pacific Coast Highway is classified as a Major Arterial the City of Dana Point General Plan. On-street parking is generally prohibited within the study area. There are no dedicated bicycle lanes within the study area. Sidewalks are provided on north side of the road west of San Juan Creek Trail and on the south side of the road west of Doheny Park Plaza. The posted speed limit is 35 miles per hour miles per hour west of Doheny Park Road and 55 miles per hour miles per hour east of Doheny Park Road.

Coast Highway is a four-lane divided roadway trending northeast to southeast in the study area. Coast Highway is classified as a Primary Arterial the City of Dana Point General Plan. On-street parking is generally permitted south of the Doheny State Beach Campgrounds. There are no dedicated lanes within the study area. Sidewalks are provided on south side of the road. There is no posted speed limit within the study area.

PEDESTRIAN FACILITIES

Existing pedestrian facilities in the project vicinity are shown on Figure 5. As shown on Figure 5, sidewalks are currently provided along the project site frontage. There is generally good pedestrian connectivity between the project site and commercial/retail uses along Doheny Park Road.

TRANSIT FACILITIES

Figure 6 shows the existing Orange County Transportation Authority (OCTA) bus and rail transit routes available in the project vicinity. As shown in Figure 6, the study area is currently served by Route 1 along Pacific Coast Highway/Camino Capistrano, as well as Route 91 along Pacific Coast Highway/Del Obispo Street. Bus stops for Route 1 are located on Victoria Avenue at the intersections of Via Santa Rosa and Sepulveda Avenue.

In addition, the City of Dana Point Trolley South Route provides summer local service on Doheny Park Road, Sepulveda Avenue, Victoria Boulevard, Domingo Avenue, Stonehill Drive, and Pacific Coast Highway.

GENERAL PLAN CONTEXT

Figure 7 shows the City of Dana Point General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Dana Point standard roadway cross-sections are illustrated on Figure 8.

BICYCLE FACILITIES AND PEDESTRIAN TRAILS

The City of Dana Point Bicycle and Pedestrian Trails Master Plan is shown on Figure 9. This figure shows the existing and future bicycle facilities and pedestrian trails. As shown on Figure 9, a Class I (off-street multi-use) trail is planned along the east side of San Juan Creek and Class III (shared on-street) bicycle routes are planned along Victoria Boulevard and Camino Capistrano.

EXISTING ROADWAY VOLUMES

Existing peak hour intersection turning movement volumes are based upon AM peak period and PM peak period intersection turning movement counts obtained in early December 2019 during typical weekday and Saturday conditions while local schools were in session. The weekday AM peak period was counted between 7:00 AM and 9:00 AM, the weekday PM peak period was counted between 4:00 PM and 6:00 PM, and the Saturday mid-day peak period was counted between 10:00 AM and 2:00 PM. The actual peak hour within the peak period is the four consecutive 15-minute periods with the highest total volume when all movements are added together. Thus, the weekday PM peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest combined volume. Intersection turning movement count worksheets are provided in Appendix C.

Figure 10 shows the existing average daily traffic volumes. The existing average daily traffic volumes have been obtained from the California Department of Transportation Traffic Census Program (2018)[2], OCTA Annual Traffic Volume Map (2019), and factored from peak hour intersection turning movement volumes at locations where existing data was not available using the following formula for each intersection leg:

Weekday PM Peak Hour (Approach Volume + Exit Volume) x 10 = Leg Volume.

Figure 11, Figure 12 and Figure 13 show the existing weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes, respectively.

Additionally, Sunday counts were conducted between 8:00 AM and 12:00 PM at select locations; see "Sunday Focused Analysis Intersections" in a later section of this report.

EXISTING INTERSECTION LEVEL OF SERVICE

The study intersection Levels of Service for Existing conditions have been calculated and are shown in Table 1. Existing Level of Service worksheets are provided in Appendix D.

As shown in Table 1, the study intersections currently operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans, except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Existing conditions.

[2] Caltrans average daily traffic 2018 values are approximately 20% higher than the 2020 values; therefore, the 2018 values were used for this analysis.

Table 1
Existing Intersection Levels of Service

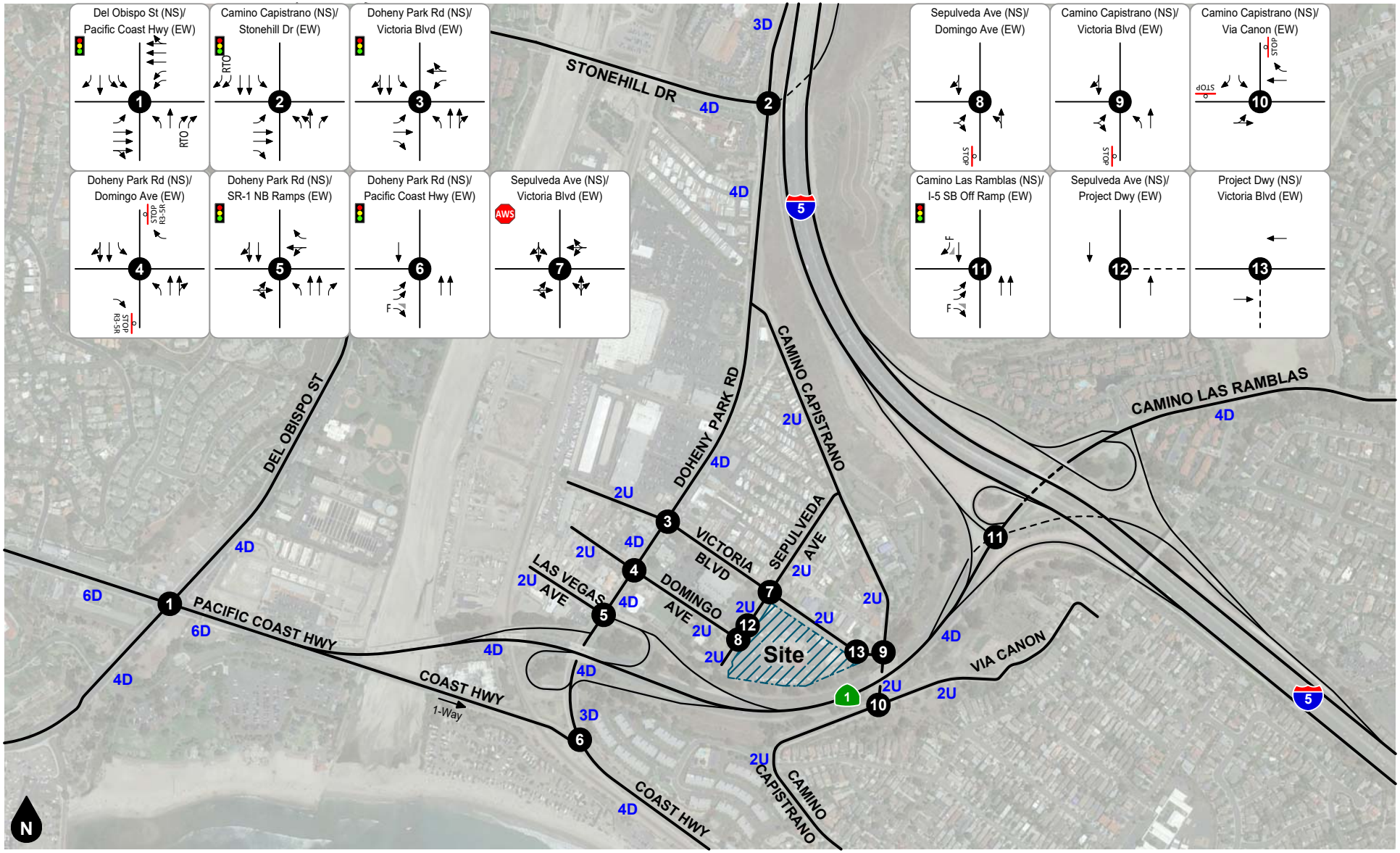
ID	Study Intersection	Traffic Control[1]	Weekday				Saturday	
			AM Peak Hour		PM Peak Hour		Midday Peak Hour	
			V/C or Delay[2]	LOS[3]	V/C or Delay	LOS	V/C or Delay	LOS
1.	Del Obispo St at Pacific Coast Hwy	TS	0.573	A	0.584	A	0.548	A
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	0.607	B	0.686	B	0.655	B
	HCM Method (Per San Juan Capistrano)	TS	[28.0]	C	[29.9]	C	[28.5]	C
3.	Doheny Park Rd at Victoria Blvd	TS	0.342	A	0.437	A	0.457	A
4.	Doheny Park Rd at Domingo Ave	CSS	[10.8]	B	[12.1]	B	[12.6]	B
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	0.458	A	0.658	B	0.654	B
6.	Doheny Park Rd at Pacific Coast Hwy	TS	0.211	A	0.279	A	0.261	A
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.1]	A	[8.4]	A	[8.2]	A
8.	Sepulveda Ave at Domingo Ave	CSS	[8.7]	A	[8.6]	A	[8.7]	A
9.	Camino Capistrano at Victoria Blvd	CSS	[10.4]	B	[10.3]	B	[9.4]	A
10.	Camino Capistrano at Via Canon	CSS	[10.1]	B	[10.2]	B	[9.8]	A
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	0.253	A	0.297	A	0.250	A

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop.

(2) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

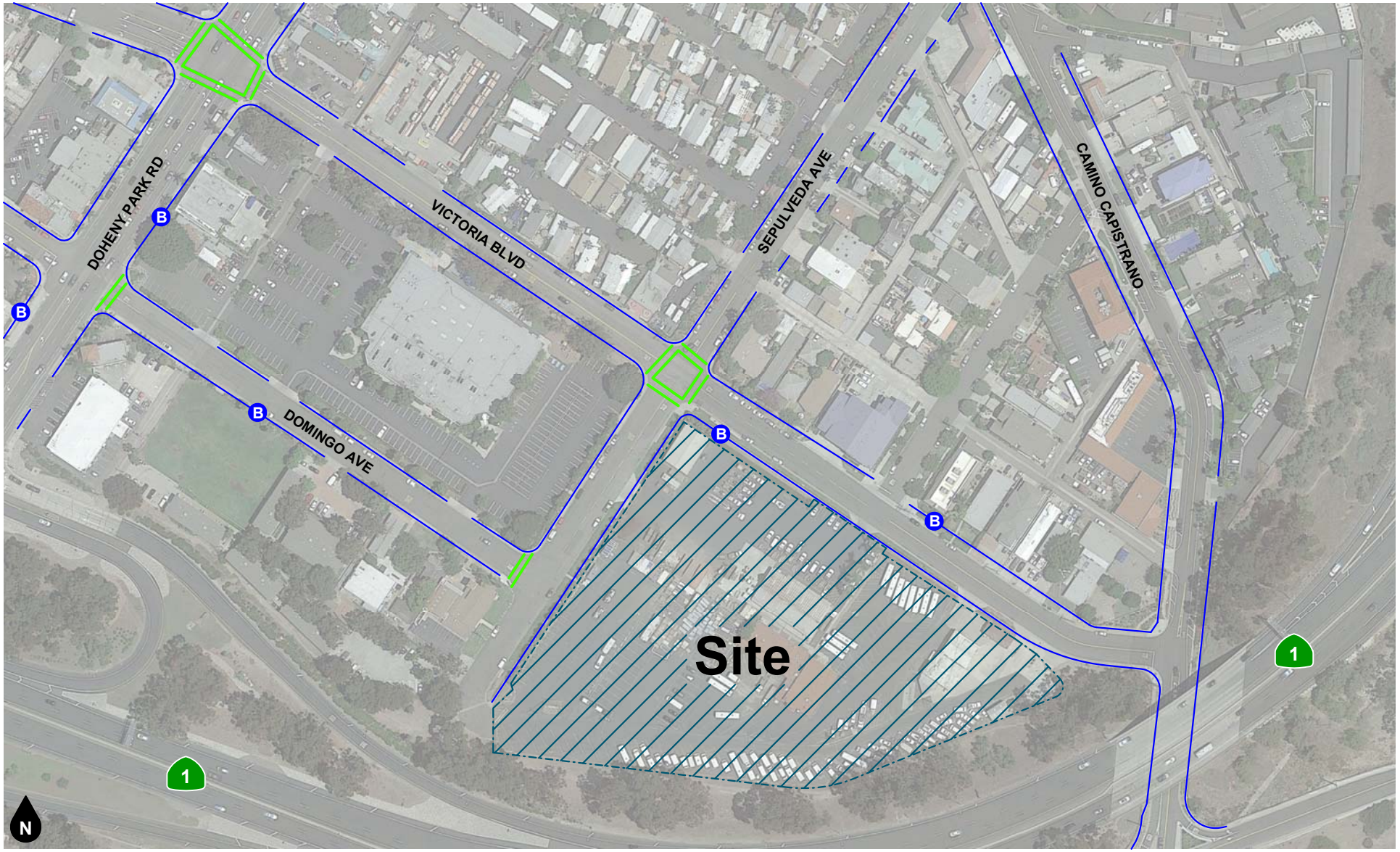
(3) LOS = Level of Service



Legend

Traffic Signal	Existing Lane
All Way Stop	F Free Right Turn Lane
Stop Sign	RTO Right Turn Overlap
#D #-Lane Divided Roadway	- - - Proposed Driverway
#U #-Lane Undivided Roadway	R3-5R Sign "Right Turn Only" 7AM to 6PM

Figure 4
Existing Lane Geometry and Intersection Traffic Controls



Legend
- Sidewalk
- Cross Walk
- B Bus Stop

Figure 5
Existing Pedestrian Facilities

Figure 6
City of Dana Point Transit Routes

Source: OCTA Bus

The County of Orange Master Plan of Arterial Highways (MPAH) shows roadway improvements with the exception of those to Camino Capistrano and Doheny Park Road.

Both are designated as primary facilities on the MPAH and are forecast to carry traffic volumes significantly in excess of their intended capacities. Both facilities will be upgraded to "augmented primary" designations on the City's Circulation Element (or "modified majors"), as denoted in the MPAH.

Figure 7
City of Dana Point General Plan Circulation Element

Source: OCTA Master Plan of Arterial Highways (MPAH)

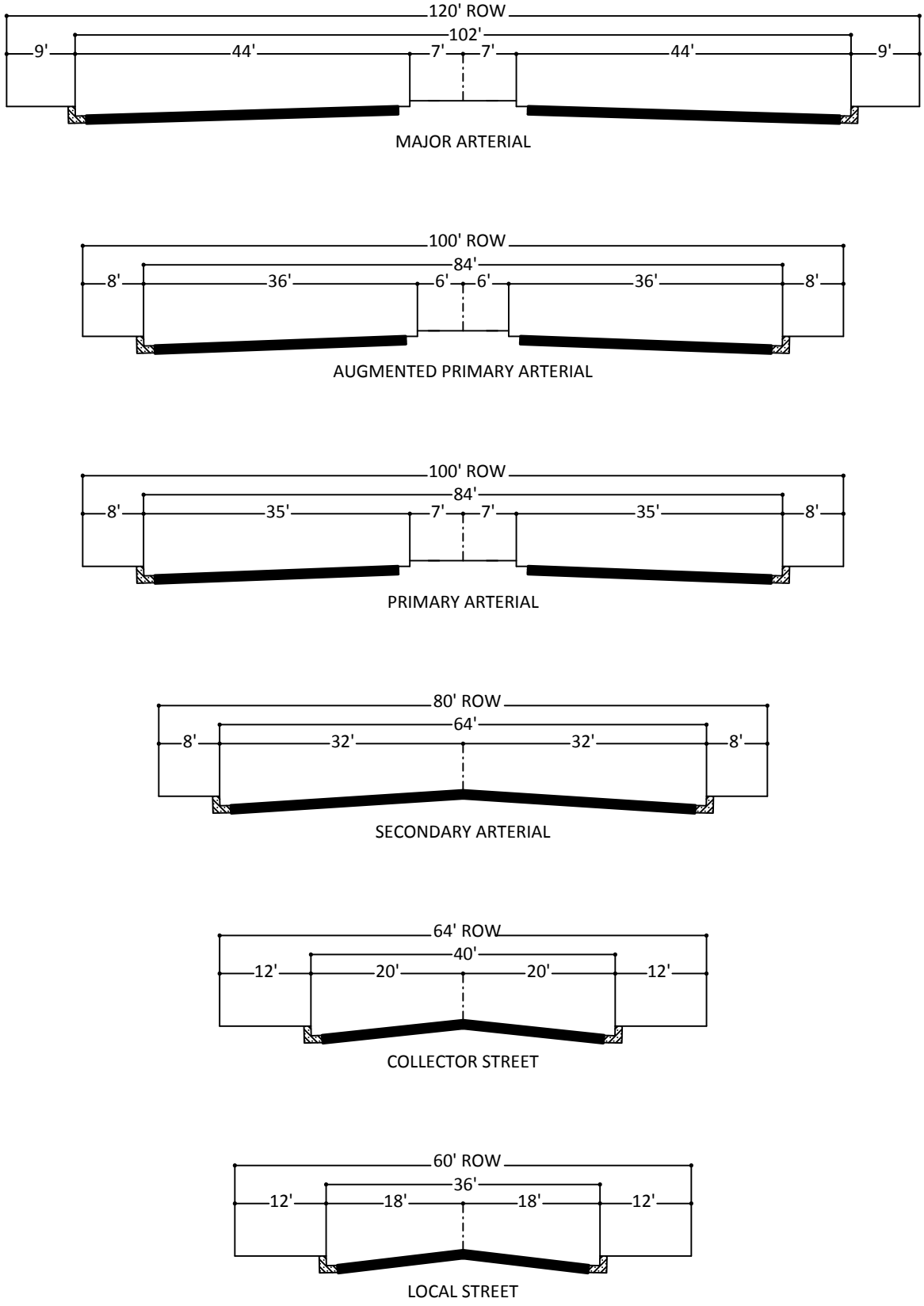


Figure 8
City of Dana Point General Plan Roadway Cross-Sections

Source: City of Dana Point

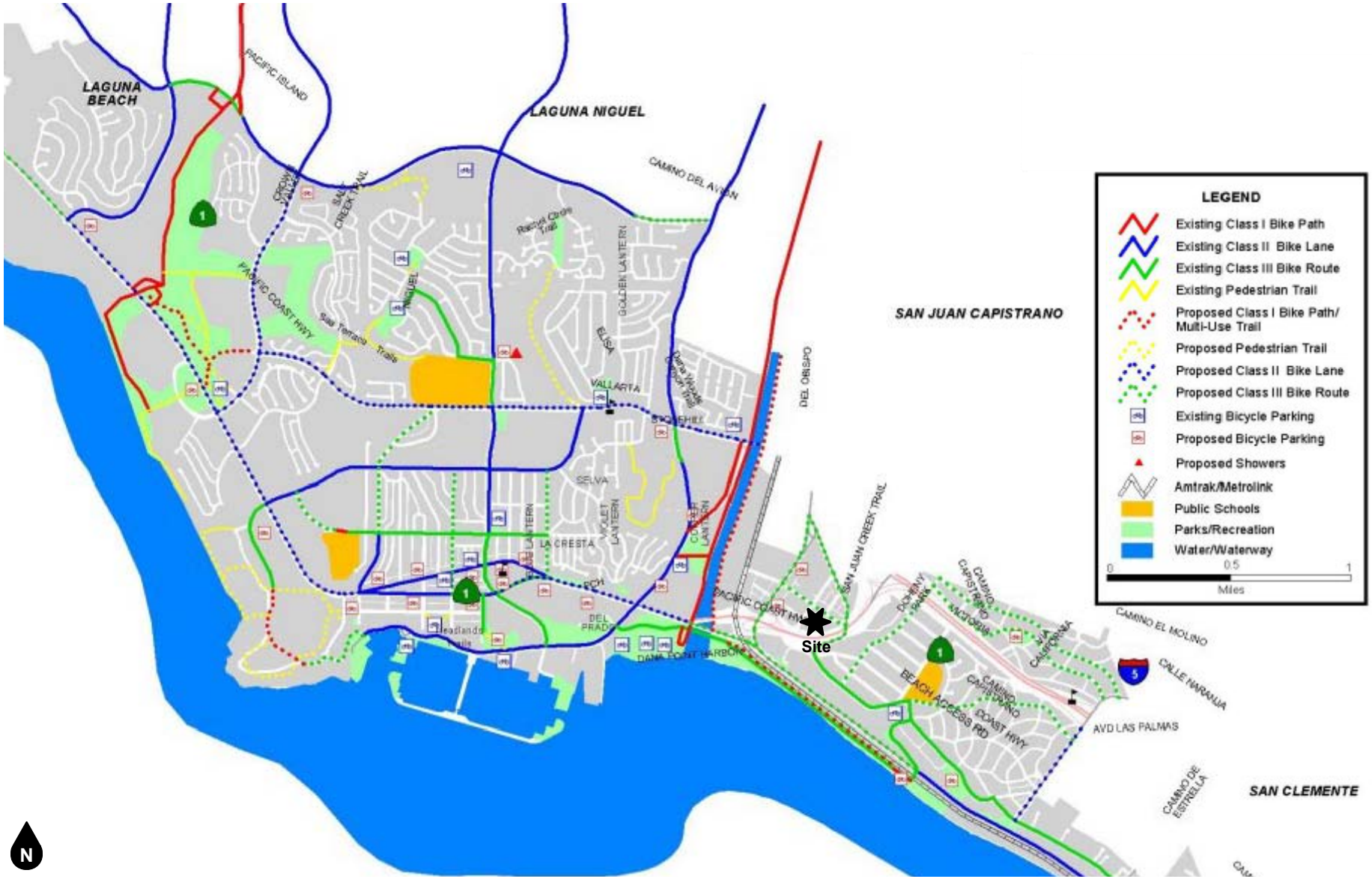
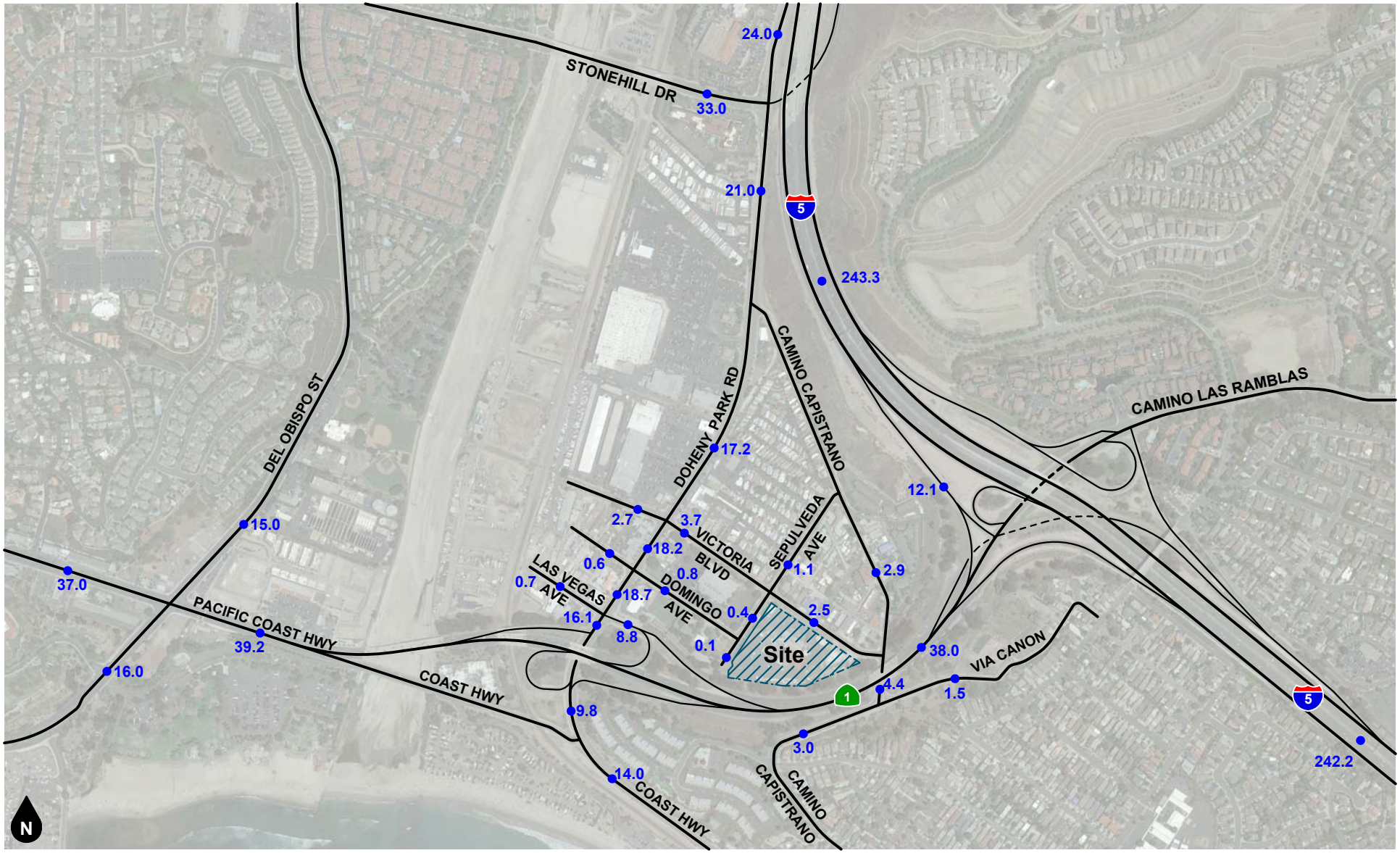


Figure 9
City of Dana Point Bicycle Facilities & Pedestrian Trails Master Plan

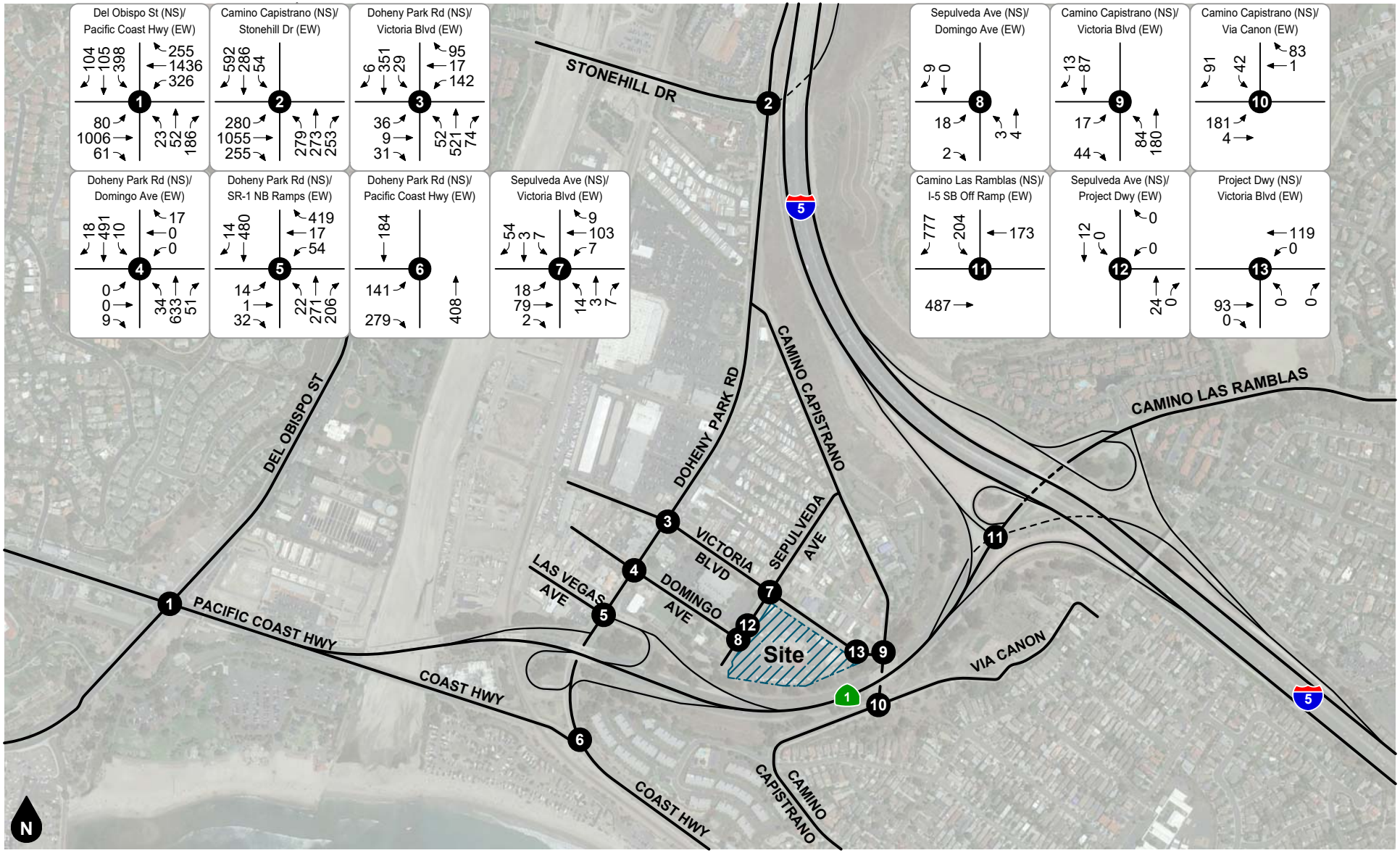
Source: City of Dana Point



Legend

●## Vehicles Per Day (1,000's)

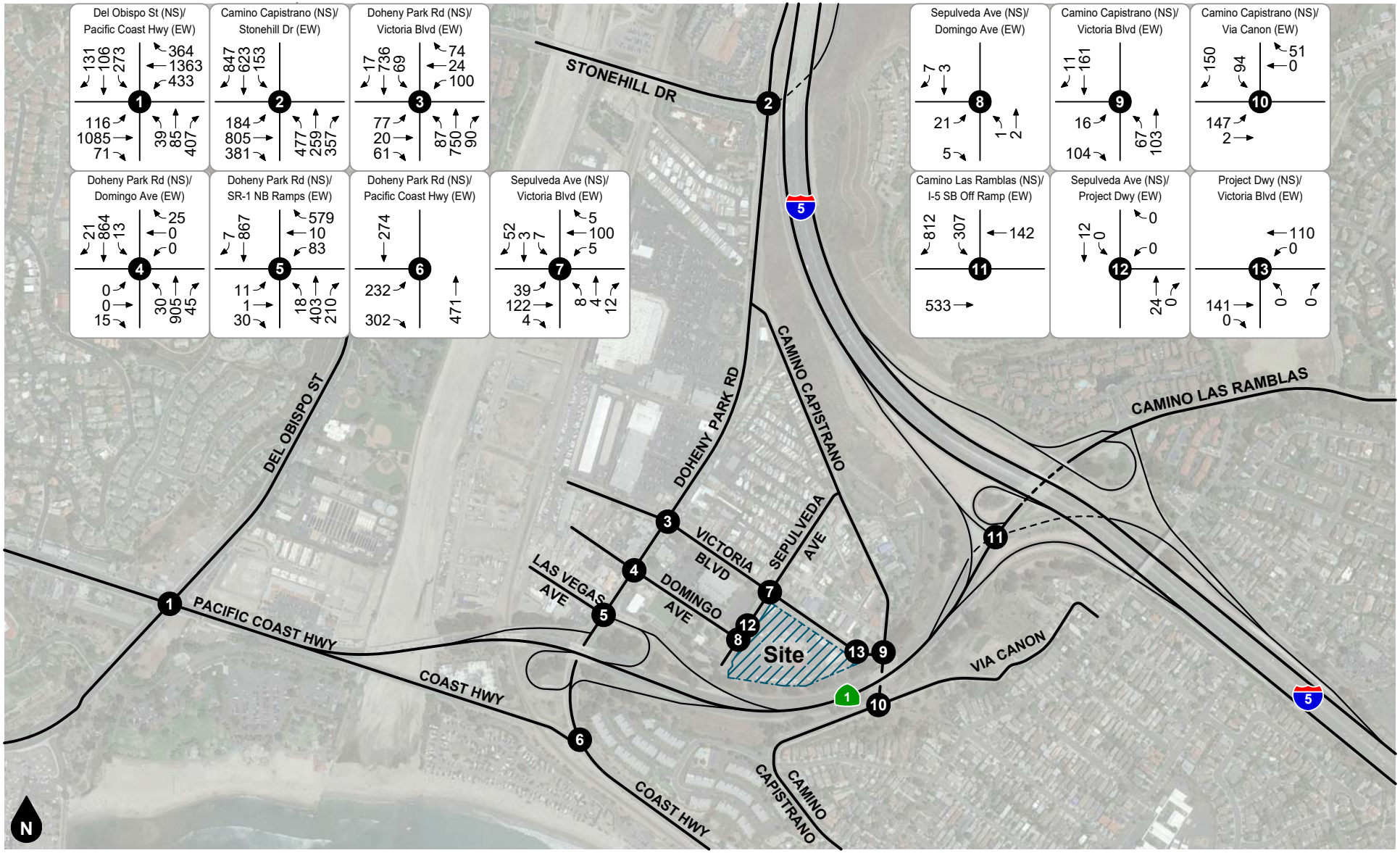
Figure 10
Existing Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

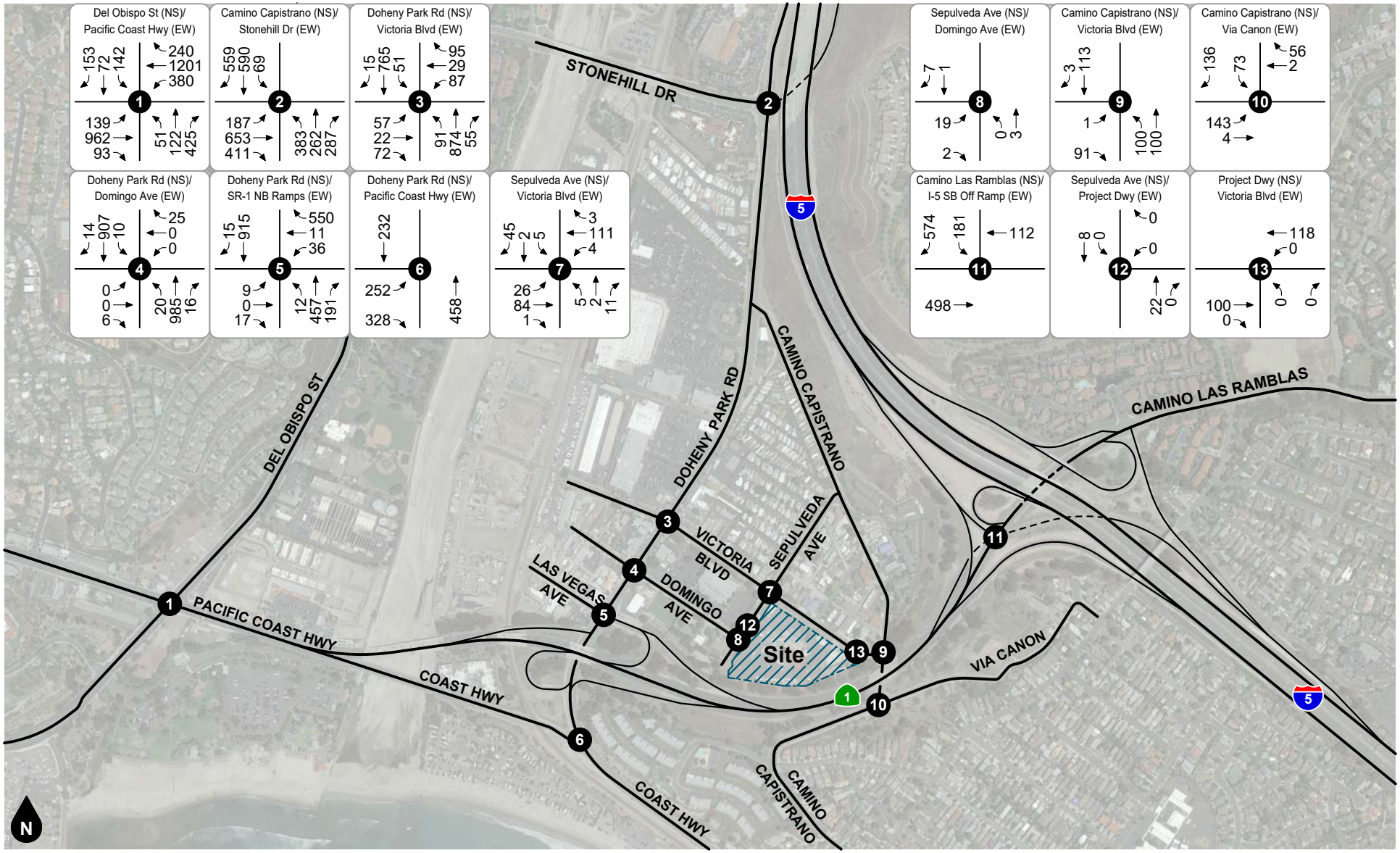
Figure 11
Existing
Weekday AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 12
Existing
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 13
Existing
Saturday Midday Peak Hour Intersection Turning Movement Volumes

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

TRIP GENERATION

Table 2 shows the existing, proposed, and net project site trip generation.

The project site is currently occupied by the Capistrano Unified School District (CUSD) maintenance and bus yard. Trip generation for the existing bus maintenance yard to be displaced was determined based on 24-hour driveway counts conducted at the project site access points. Count worksheets for the existing bus maintenance yard are provided in Appendix E.

The proposed project trip generation is based on the May 2021 plan set with 365 apartment dwelling units and the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (10th Edition, 2017)[3] trip generation rates. The May 2021 trip generation forecasts slightly higher trips which provides a conservative analysis. Trip generation rates were determined for weekday daily trips, weekday AM peak hour trips, weekday PM peak hour trips, Saturday mid-day peak hour trips, and Sunday mid-day peak hour trips for the proposed land use. Trip generation rates for ITE Land Use Code 220 (multi-family residential) were used for the proposed project. The number of trips forecast to be generated by the proposed use are determined by multiplying the trip generation rates by the land use quantity.

As shown in Table 2, the existing bus yard to be displaced generates approximately 154 daily weekday trips, including 13 trips during the weekday AM peak hour, and no trips during the weekday PM peak hour, Saturday mid-day peak hour, or Sunday mid-day peak hour. The proposed use is forecast to generate approximately 2,672 daily weekday trips, including 168 trips during the AM peak hour and 204 trips during the PM peak hour, 256 trips during the Saturday mid-day peak hour, and 245 trips during the Sunday mid-day peak hour. Therefore, the proposed project is forecast to result in approximately 2,518 net new daily weekday trips, including 155 net new trips during the AM peak hour and 204 net new trips during the PM peak hour, 256 net new trips during the Saturday mid-day peak hour, and 245 net new trips during the Sunday mid-day peak hour.

TRIP DISTRIBUTION & ASSIGNMENT

Figure 14 and Figure 15 show the forecast outbound and inbound directional distribution patterns for the project generated trips, respectively. The project trip distribution patterns were determined in consultation with City staff based on review of existing traffic data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Based on the identified project trip generation and distributions, project weekday average daily traffic volumes have been calculated and are shown on Figure 16. Project-generated weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 17, Figure 18, and Figure 19, respectively.

[3] Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) was released in September 2021. The 10th Edition rates for this land use are slightly higher than the new 10th Edition rates; therefore, the project trip generation forecast based on 10th Edition rates is conservative for this analysis.

PROJECT CONSTRUCTION TRIPS

This analysis assumes a construction work site traffic control plan shall comply with State standards set forth in the *California Manual of Uniform Traffic Control Devices* and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

Table 2
Project Trip Generation

Trip Generation Rates															
			Weekday							Saturday			Sunday		
			AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Midday Peak Hour		
Land Use	Source[1]	Units[2]	% In	% Out	Rate	% In	% Out	Rate	Rate	% In	% Out	Rate	% In	% Out	Rate
Multifamily Housing (Low-Rise)	ITE 220	DU	0.23	0.77	0.46	0.63	0.37	0.56	7.32	0.54	0.46	0.7	0.53	0.47	0.67

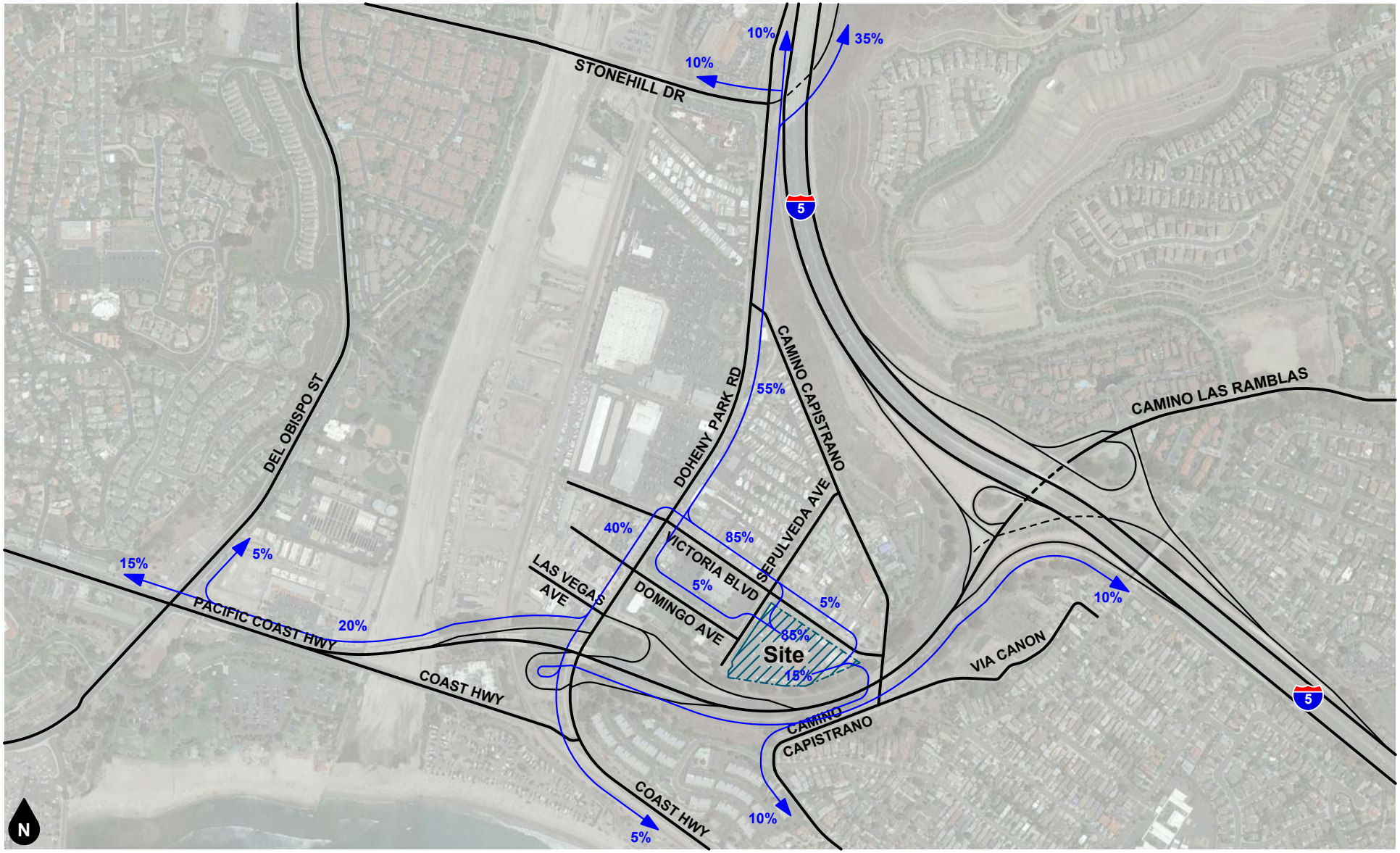
Trips Generated															
			Weekday							Saturday			Sunday		
			AM Peak Hour			PM Peak Hour				Midday Peak Hour			Midday Peak Hour		
Land Use	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily	In	Out	Total	In	Out	Total
Existing Uses To Be Displaced															
Bus Maintenance and Storage Yard[3]	5.500	AC	-8	-5	-13	0	0	0	-154	0	0	0	0	0	0
Proposed Uses															
Multifamily Housing (Low-Rise)	365	DU	39	129	168	129	75	204	2,672	138	118	256	130	115	245
NET PROJECT TRIPS GENERATED			**31**	**124**	**155**	**129**	**75**	**204**	**2,518**	**138**	**118**	**256**	**130**	**115**	**245**

Notes:

(1) ITE = Institute of Transportation Engineers Trip Generation Manual (10th Edition, 2017); ### = Land Use Code.

(2) DU = Dwelling Units

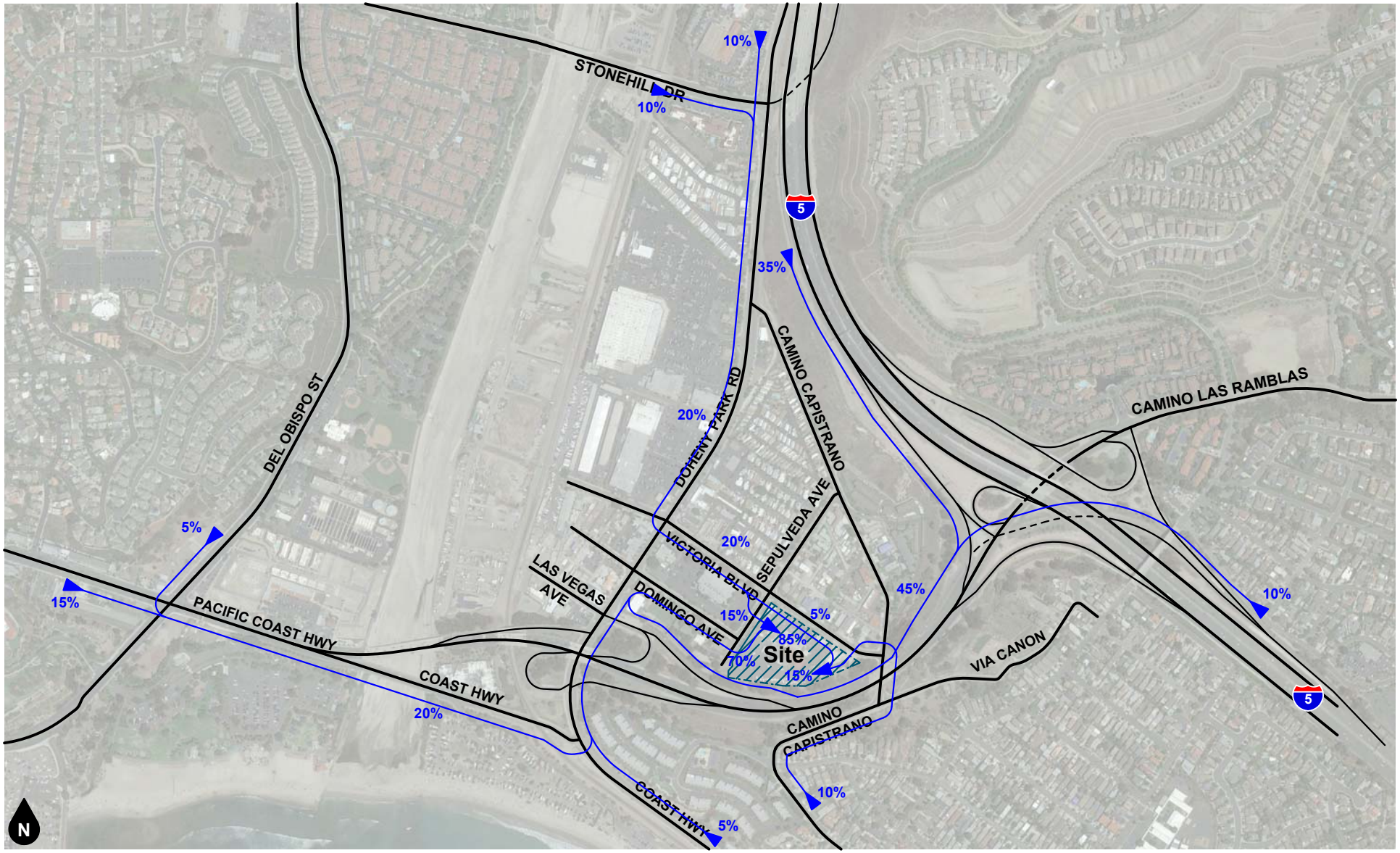
(3) Derived from existing 24-hour counts condcuted at the project site access points; see Appendix E.



Legend

10% Percent From Project

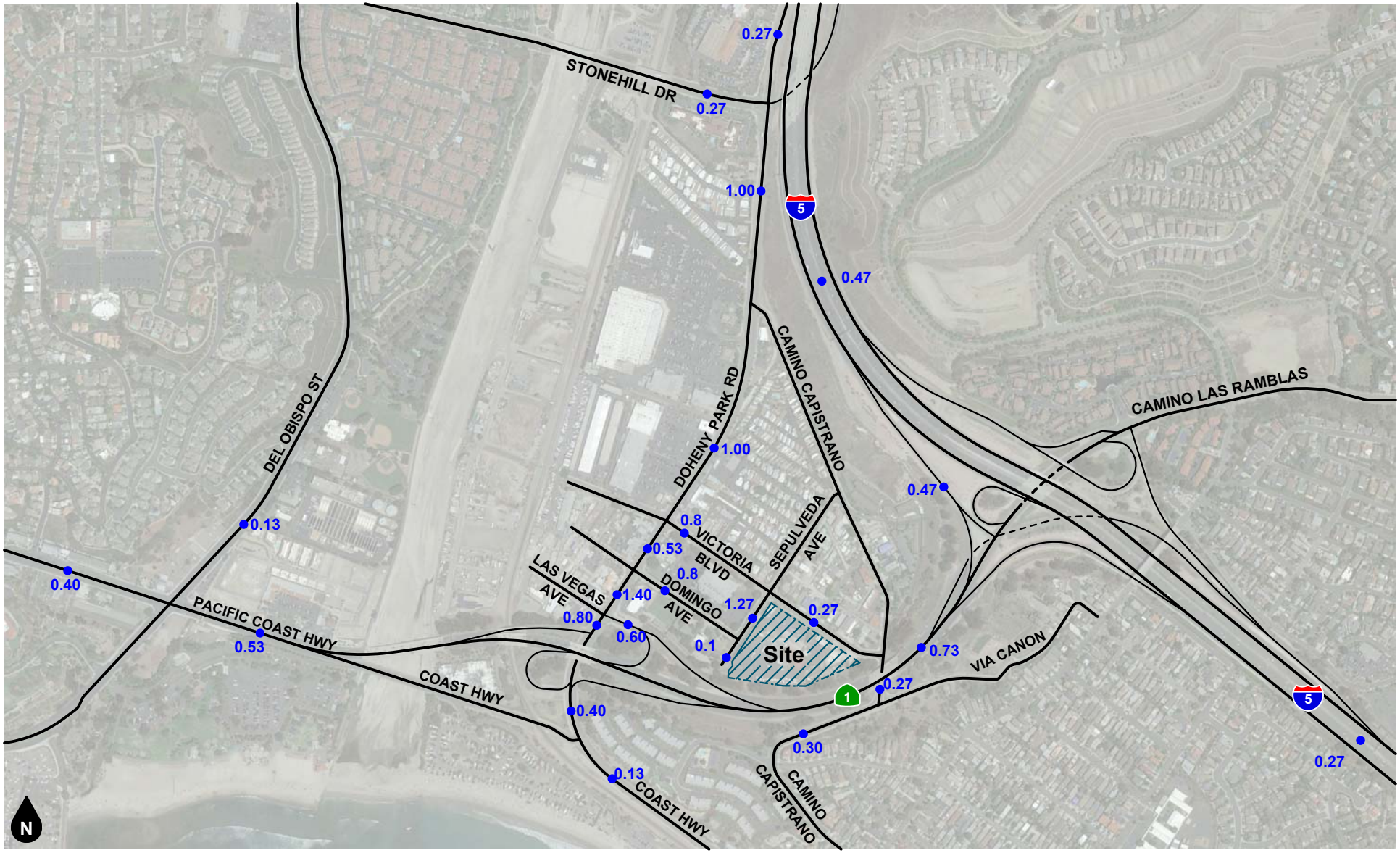
Figure 14
Project Trip Distribution - Outbound



Legend

10% Percent To Project

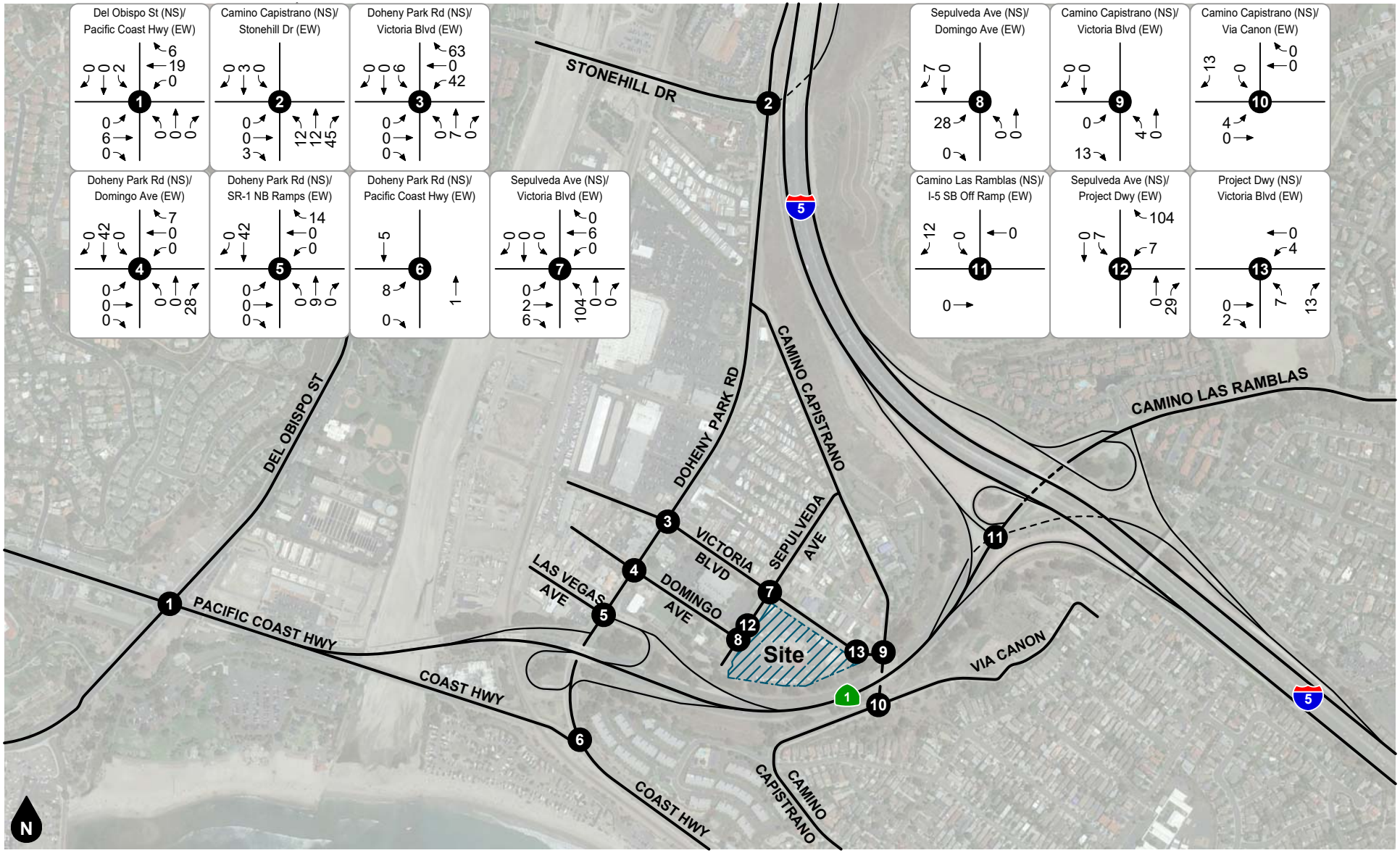
Figure 15
Project Trip Distribution - Inbound



Legend

●## Vehicles Per Day (1,000's)

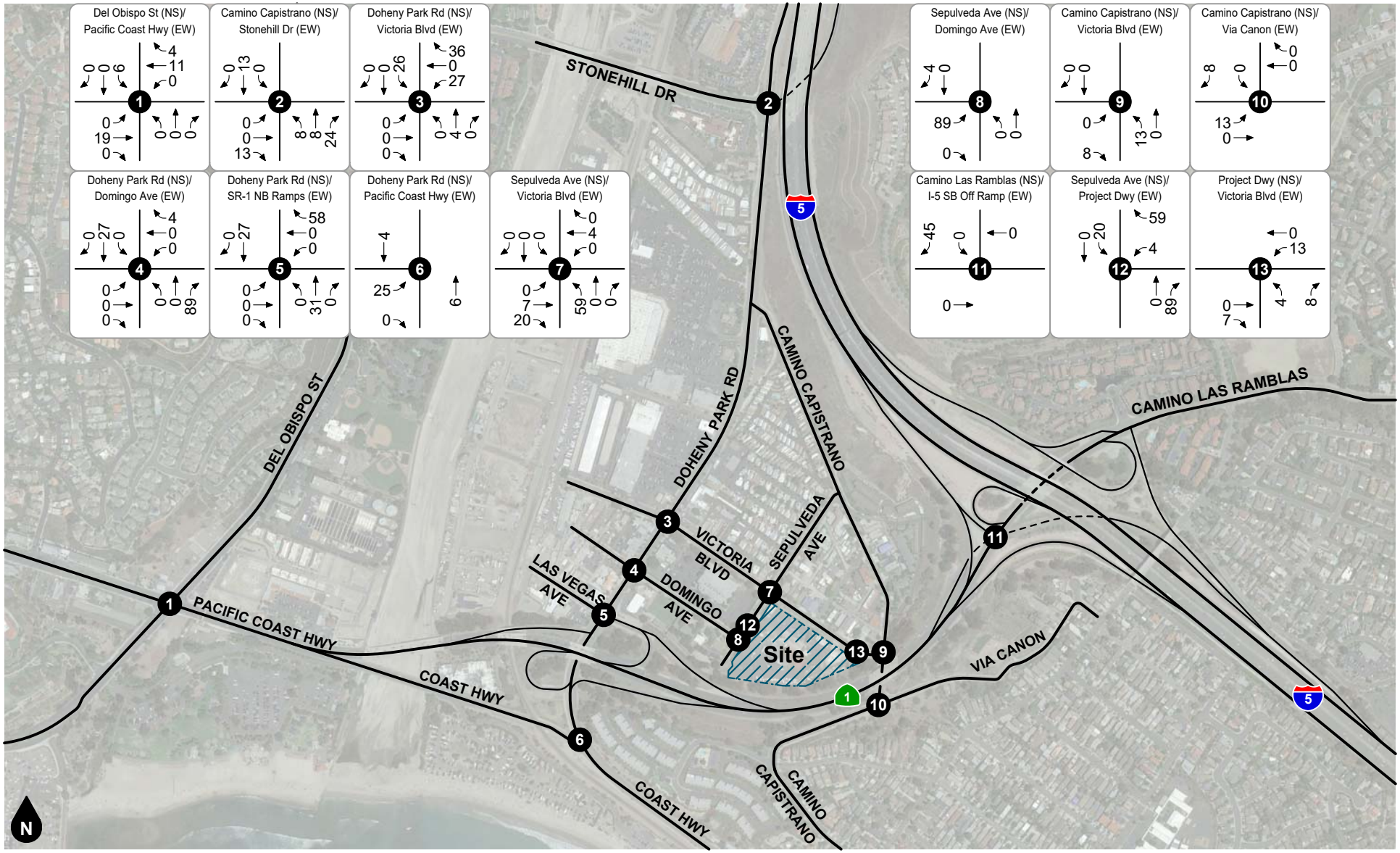
Figure 16
Project Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

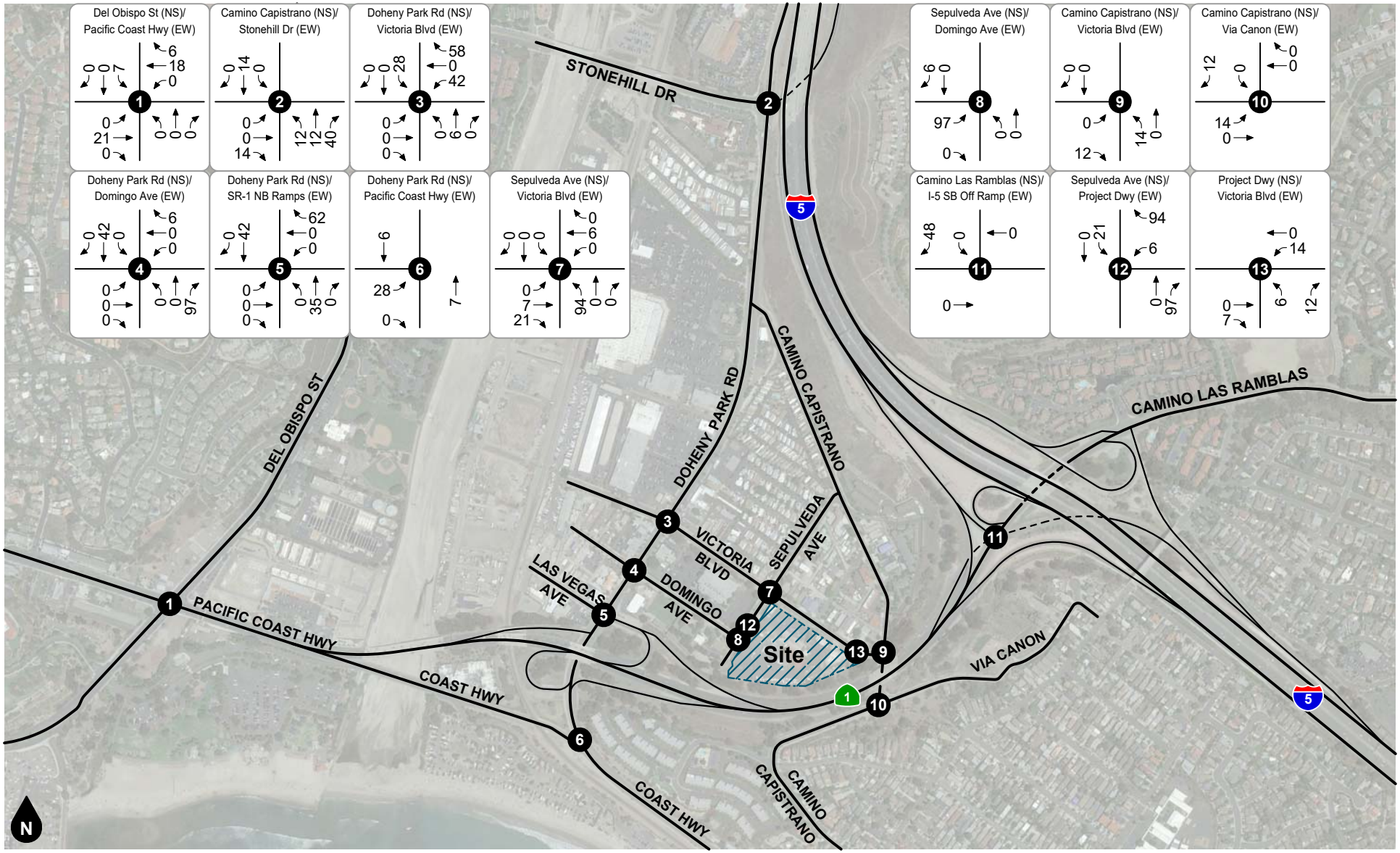
Figure 17
Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 18
Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 19
Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes

5. FUTURE VOLUME FORECASTS

This section describes and illustrates the future volume forecasts for each analysis scenario.

METHOD OF PROJECTION

To assess future conditions, existing roadway volumes are combined with project trips, ambient growth, and other development trips. The project completion year for analysis purposes in this report is 2025.

Regional Ambient Growth

In accordance with scoping input from City of Dana Point staff, existing roadway volumes were increased by one percent (1%) per year over a five (5) year period to account for ambient growth on roadways. This is a conservative assumption since the ambient growth was applied to all movements at the study intersections.

Other Developments

To account for growth associated with other development projects, trips generated by other pending or approved but unconstructed developments in the City of Dana Point, as well as the neighboring cities of San Juan Capistrano and San Clemente were reviewed and added to the study area as appropriate. The other development trip generation summary is shown in Table 3. The regional ambient growth is assumed to account for any additional trips generated by other developments not specifically listed in Table 3. Figure 20 shows the other development location map.

Weekday average daily traffic volumes generated by other developments are shown on Figure 21. Figure 22, Figure 23, and Figure 24 show the forecast weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes for trips generated by other developments.

Year 2045 - Orange County Transportation Analysis Model

Year 2045 forecasts have been determined using the Orange County Transportation Analysis Model (OCTAM). Post-processed Year 2045 (Without Project) intersection turning movement volumes were provided by the City of Dana Point contract traffic engineering consultant (LLG Engineers) as a coordinated effort with the Doheny Village Specific Plan. The volume forecasts were reviewed for reasonableness to ensure growth over Opening Year (2025) forecasts.

FUTURE VOLUMES

Existing Plus Project

The Existing Plus Project volume forecast was developed by adding project-generated trips to existing volumes. Existing Plus Project weekday average daily traffic volumes are shown on Figure 25. Existing Plus Project weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 26, Figure 27, and Figure 28.

Opening Year (2025) Without Project

The Opening Year (2025) Without Project volume forecast was developed by applying the ambient growth factor to existing volumes and adding trips generated by other developments. Opening Year (2025) Without Project weekday average daily traffic volumes are shown on Figure 29. Opening Year (2025) Without Project weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 30, Figure 31, and Figure 32.

Opening Year (2025) With Project

The Opening Year (2025) With Project volume forecast was developed by adding project-generated trips to Opening Year (2025) Without Project volumes. Opening Year (2025) With Project weekday average daily traffic volumes are shown on Figure 33. Opening Year (2025) With Project weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 34, Figure 35, and Figure 36.

Year 2045 Without Project

Year 2045 Without Project volume forecasts were derived from OCTAM. Year 2045 Without Project weekday average daily traffic volumes are shown on Figure 37. Year 2045 Without Project weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 38, Figure 39, and Figure 40.

Year 2045 With Project

Year 2045 With Project volumes were developed by adding project generated trips to the Year 2045 Without Project forecast volumes. Year 2045 With Project weekday average daily traffic volumes are shown on Figure 41. Year 2045 With Project weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour intersection turning movement volumes are shown on Figure 42, Figure 43, and Figure 44.

Table 3 (1 of 4)
Other Development Trip Generation

ID	Other Development Name/Address	Land Use	Quantity	Units[1]	Source[2]	Weekday							Saturday			Sunday		
						AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Midday Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
City of Dana Point																		
DP1	South Cove [3] - NW of PCH & San Juan Creek	Multifamily Residential	168	DU	ITE 220[a]	13	62	75	59	29	88	977	59	59	118	56	57	113
		Mixed Commercial Retail	2.471	TSF	ITE 820[a]	2	1	3	5	5	11	106	6	5	11	3	4	7
DP2	Former Dana Marina Inn Site - 34111 PCH (SEC Ruby Lantern)	Demo Existing	-29	RM	ITE 320	-4	-7	-11	-6	-5	-11	-97	-18	-14	-32	-11	-14	-25
		Single Family Residential	30	DU	ITE 210	6	16	22	19	11	30	283	15	13	28	14	12	26
		Mixed Commercial Retail	11.800	TSF	ITE 820	7	4	11	22	23	45	445	28	25	53	16	17	33
		Internal Capture			*Hbk [b]*	-	-	-	*-8*	*-8*	*-16*	*-16*	-	-	-	-	-	-
		Pass-by			*Hbk [c]*	-	-	-	*-7*	*-8*	*-15*	*-15*	*-7*	*-7*	*-14*	-	-	-
DP3	Prado West - SWC PCH & Amber Lantern	Demo Existing	-22.500	TSF	ITE 820	-13	-8	-21	-41	-45	-86	-849	-53	-48	-101	-31	-32	-63
		Multifamily Residential	109	DU	ITE 220	12	38	50	38	23	61	798	38	38	76	37	36	73
		Mixed Commercial Retail	32.419	TSF	ITE 820	19	11	30	59	65	124	1,224	76	70	146	44	46	90
		Internal Capture			*Hbk [b]*	-	-	-	*-23*	*-23*	*-46*	*-46*	-	-	-	-	-	-
		Pass-by			*Hbk [c]*	-	-	-	*-20*	*-22*	*-42*	*-42*	*-20*	*-18*	*-38*	-	-	-
DP4	The Greer[4] - SWC Del Prado & Amber Lantern	Demo Existing	30/9.806	DU/TSF		-9	-16	-25	-38	-24	-62	-692	-43	-38	-81	-40	-33	-73
		Multifamily Residential	56	DU	ITE 220[a]	6	20	26	20	12	31	410	20	19	39	19	19	38
		Senior Attached Housing	12	DU	ITE 252[a]	1	2	3	2	1	3	44	2	2	4	3	1	4
		Restaurant	3.480	TSF	ITE 932	19	16	35	21	13	34	390	20	19	39	49	41	90
		Mixed Commercial Retail	6.502	TSF	ITE 820[a]	4	2	6	12	13	25	245	15	14	29	9	9	18
		Pass-by			*Hbk [c]*	-	-	-	*-4*	*-4*	*-8*	*-8*	*-4*	*-4*	*-8*	-	-	-
DP5	Vista Del Mar - SWC PCH & Golden Lantern	Demo Existing	-9.376	TSF	ITE 820	-5	-4	-9	-17	-19	-36	-354	-22	-20	-42	-13	-13	-26
		Multifamily Residential	39	DU	ITE 220	4	14	18	14	8	22	285	14	13	27	13	13	26
		Mixed Commercial Retail	8.730	TSF	ITE 820	5	3	8	16	17	33	330	20	19	39	12	12	24
					Hbk [b]	-	-	-	*-6*	*-6*	*-12*	*-12*	-	-	-	-	-	-
		Pass-by			*Hbk [c]*	-	-	-	*-5*	*-6*	*-11*	*-11*	*-5*	*-5*	*-10*	-	-	-
DP6	St Edwards Church Expansion[5] - 33926 Calle la Primavera	Demo Existing	-13.930	TSF	ITE 560[a]	-	-	-	-	-	-	-	-23	-16	-39	-	-	-
		Church	25.393	TSF	ITE 560[a]	2	1	3	2	4	6	80	42	29	71	55	60	115
DP7	The Wave Resort at the Strand[6] - SWC of PCH & Green Lantern	Hotel / Hostel	84	RM	ITE 310[a]	27	18	45	25	23	48	664	34	26	60	22	25	47
		Quality Restaurant	4.000	TSF	ITE 931[a]	2	1	3	11	5	16	304	25	18	43	20	11	31
DP8	Headlands Luxury Hotel - SW of Scenic Dr & Cove Rd	Hotel	90	RM	ITE 310	25	17	42	28	26	54	752	36	29	65	23	27	50
DP9	Resort Hotel at Cannon's[7] - 34344 Green Lantern St	Demo Existing	-11.065	TSF	ITE 931[a]	-5	-4	-9	-56	-27	-83	-995	-71	-49	-120	-54	-32	-86
		Hotel	107	RM	ITE 310[a]	34	23	57	33	31	64	874	43	34	77	28	32	60
		Quality Restaurant	2.996	TSF	ITE 931[a]	1	1	2	16	7	23	251	19	13	32	15	8	23
DP10	Lantern Point Hotel - 34382 Green Lantern St	Hotel	53	RM	ITE 310	15	10	25	16	16	32	443	21	17	38	14	16	30
DP11	Capistrano Hillside - S of Camino Capistrano & Via Canon	Single Family Residential	11	DU	ITE 210	2	6	8	7	4	11	104	6	4	10	5	4	9

Table 3 (2 of 4)
Other Development Trip Generation

ID	Other Development Name/Address	Land Use	Quantity	Units[1]	Source[2]	Weekday							Saturday			Sunday		
						AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Midday Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
City of Dana Point																		
DP12	Dana Point Harbor Revitalization [9] - Harbor Drive & Golden Lantern	Opening Year Development			[d]	128	103	231	124	72	196	2,416	127	136	263	376	291	667
		Long Range Development	100%	MIX	[e]	276	226	502	317	260	577	7,003	395	297	692	514	437	951
DP13	Grand Monarch Residential - NW of Niguel Rd & Stonehill Dr	Multifamily Residential	45	DU	ITE 220	5	16	21	16	9	25	329	16	16	32	15	15	30
DP14	Headlands Residential [10] - SW of PCH & Shoreline Dr	Single Family Residential	39	DU	ITE 210	7	22	29	24	15	39	368	20	16	36	18	15	33
DP15	SCWD Doheny Desalination Plant 25865 Stonehill Drive	Utility	15	MGD	[f]	10	2	12	2	10	12	36	1	2	3	2	1	3
DP16	Dana Point Harbor Hotels[8] SEC Harbor Drive & Casitas Place	Demo Existing Hotel	-136	RM		-37	-26	-63	-38	-38	-76	-1,108	-54	-44	-98	-35	-41	-76
		Hotel	314	RM		86	60	146	88	87	175	2,669	127	99	226	81	95	176
		Internal Capture				-9	-6	-15	-9	-9	-18	-267	-13	-10	-23	-8	-10	-18
DP17	Capistrano Seaside Inn - NW of PCH & Palisades Dr	Hotel	28	RM	ITE 310	8	5	13	9	8	17	234	11	9	20	7	9	16
DP18	In-fill Residential - 35200 Del Rey	Single Family Residential	10	DU	ITE 210	2	5	7	6	4	10	94	5	4	9	5	4	9
DP19	24722 Del Prado - SWC Del Prado & Old Golden Lantern	Multifamily Residential	18	DU	ITE 220	2	6	8	6	4	10	132	6	7	13	6	6	12
		Mixed Commercial Retail	5.225	TSF	ITE 820	3	2	5	10	10	20	197	12	12	24	7	8	15
		Pass-by			*Hbk [c]*	-	-	-	*-3*	*-4*	*-7*	*-7*	*-3*	*-3*	*-6*	-	-	-
DP20	Calle La Primavera	Multifamily Residential	6	DU	ITE 220	1	2	3	2	1	3	44	2	2	4	2	2	4
DP21	24641 Del Prado - NW of PCH & Golden Lantern	Multifamily Residential	3	DU	ITE 220	-	1	1	1	1	2	22	1	1	2	1	1	2
		Mixed Commercial Retail	2.661	TSF	ITE 820	2	1	3	5	5	10	100	6	6	12	4	3	7
		Pass-by			*Hbk [c]*	-	-	-	*-2*	*-1*	*-3*	*-3*	*-2*	*-1*	*-3*	-	-	-
City of San Juan Capistrano																		
SJC1	Mountain View Church 32382 Del Obispo Street	Church	17.000	TSF	ITE 560	3	3	6	4	4	8	118	28	19	47	82	88	170
SJC2	Pacifica San Juan - NE of I-5 & Camino Las Ramblas	Single Family Residential	334	DU	ITE 210	62	185	247	208	123	331	3,153	168	143	311	150	134	284
		Multifamily Residential	82	DU	ITE 220	9	29	38	29	17	46	600	29	28	57	27	28	55
SJC3	CUSD Property - NEC Camino Las Ramblas & Avenida California	Single Family Residential	40	DU	ITE 210	7	23	30	25	15	40	378	20	17	37	18	16	34
		Public Park	2	AC	ITE 411	-	-	-	-	-	-	2	-	1	1	-	1	1
SJC4	Ganahl-Lower Rosan [11] - NE of Stonehill Drive & San Juan Creek	Remove Existing from Service	-11.500	TSF	ITE 812[a]	-77	-63	-140	-38	-51	-89	-1,567	-77	-63	-140	-	-	-
		Remove Existing from Service	-353	SPC		-8	-10	-18	-6	-7	-13	-322	-	-	-	-	-	-
		Fast Food with Drive-Thru	6.000	TSF	ITE 934[a]	63	60	123	51	47	98	1,413	168	161	329	159	172	331
		Building Materials/Lumber	16.311	TSF	ITE 812[a]	109	90	199	54	72	126	2,223	109	90	199	-	-	-
		Vehicle Storage	399	SPC		4	4	8	4	4	8	172	-	-	-	-	-	-

Table 3 (3 of 4)
Other Development Trip Generation

ID	Other Development Name/Address	Land Use	Quantity	Units[1]	Source[2]	Weekday							Saturday			Sunday		
						AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Midday Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
City of San Juan Capistrano																		
SJC5	Distrito La Novia-San Juan - North and south sides of La Novia Ave east of Valle Rd	Office	16.000	TSF	ITE 710	16	3	19	3	15	18	156	5	3	8	2	1	3
		Mixed Commercial Retail	75.100	TSF	ITE 820	44	27	71	137	149	286	2,835	176	162	338	103	107	210
		Multifamily Residential	140	DU	ITE 220	15	49	64	49	29	78	1,025	49	49	98	47	47	94
		Single Family Residential	93	DU	ITE 210	17	52	69	58	34	92	878	47	39	86	42	37	79
		Internal Capture			*Hbk [b]*	*-4*	*-4*	*-8*	*-57*	*-59*	*-116*	*-124*	-	-	-	-	-	-
		Pass-by			*Hbk [c]*	-	-	-	*-47*	*-50*	*-97*	*-97*	*-46*	*-42*	*-88*	-	-	-
SJC6	Farms at Del Obispo - SEC Del Obispo St & Via Vermeulen	Single Family Residential	169	DU	ITE 210	31	94	125	105	62	167	1,595	85	72	157	76	68	144
SJC7	The Ecology Center/ Community Farm - NWC Camino Del Avion & Alipaz Street	Nursery (Wholesale)	28	AC	ITE 818	3	4	7	6	7	13	546	8	8	16	7	7	14
		Mixed Commercial Retail	10.000	TSF	ITE 820	6	3	9	18	20	38	378	23	22	45	14	14	28
SJC8	The River Street Project N Del Obispo on Paseo Adelanto	Mixed Commercial Retail	59.067	TSF	ITE 820	34	22	56	108	117	225	2,230	138	128	266	81	84	165
SJC9	Tirador Residential End of Calle Arroyo	Multifamily Residential	132	DU	ITE 220	14	47	61	47	27	74	966	46	46	92	44	44	88
SJC10	Mission Grill 31721 Camino Capistrano	Office	7.500	TSF	ITE 710	7	2	9	1	8	9	73	2	2	4	1	1	2
		Restaurant	4.750	TSF	ITE 932	26	21	47	29	17	46	533	27	26	53	67	56	123
		Mixed Commercial Retail	4.750	TSF	ITE 820	3	1	4	9	9	18	179	11	10	21	6	7	13
		Internal Capture			*Hbk [b]*	-	-	-	*-8*	*-7*	*-15*	*-15*	-	-	-	-	-	-
		Pass-by			*Hbk [c]*	-	-	-	*-3*	*-3*	*-6*	*-6*	*-3*	*-3*	*-5*	-	-	-
SJC11	The Groves 30333 Camino Capistrano	Multifamily Residential	132	DU	ITE 220	14	47	61	47	27	74	966	46	46	92	44	44	88
SJC12	City Hall 32400 Paseo Adelanto	Multifamily Residential	50	DU	ITE 220	5	18	23	18	10	28	366	18	17	35	17	17	34
		Office	*15.000*	TSF	ITE 710	15	2	17	3	14	17	146	4	4	8	2	1	3
SJC13	Downtown El Camino Specific Plan El Camino Real - Ortega Highway to Camino Capistrano.	Office	113.665	TSF	ITE 710	113	19	132	21	110	131	1,107	33	27	60	14	10	24
		Multifamily Residential	239	DU	ITE 220	25	85	110	84	50	134	1,749	84	83	167	80	80	160
		Hotel	214	RM	ITE 932	19	16	35	21	13	34	390	1,221	1,174	2,395	3,040	2,488	5,528
		Mixed Commercial Retail	-27.385	TSF	ITE 820	-16	-10	-26	-50	-54	-104	-1,034	-64	-59	-123	-37	-39	-76
		Internal Capture			*Hbk [b]*	-	-	-	*-25*	*-35*	*-60*	*-60*	-	-	-	-	-	-
City of San Clemente																		
SC1	San Clemente Environmental 910 Calle Negocio	Office	16.000	TSF	ITE 710	16	3	19	3	15	18	156	5	3	8	2	1	3
SC2	Plaza by the Sea - 610 Camino De Los Mares	Commercial Retail Drive-Thru	4.400	TSF	ITE 934	90	87	177	75	69	144	2,072	123	118	241	116	127	243
SC3	Ocean View Plaza Patio 638 Camino De Los Mares	Mixed Commercial Retail	12.930	TSF	ITE 820	8	4	12	24	25	49	488	30	28	58	18	18	36

Table 3 (4 of 4)
Other Development Trip Generation

ID	Other Development Name/Address	Land Use	Quantity	Units[1]	Source[2]	Weekday							Saturday			Sunday		
						AM Peak Hour			PM Peak Hour			Daily	Midday Peak Hour			Midday Peak Hour		
						In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total
City of San Clemente																		
SC4	Shorecliffs Senior Housing 501 Avenida Vaquero	Senior Attached Housing	150	DU	ITE 252	11	19	30	21	18	39	555	31	19	50	35	19	54
SC5	Frontera Memory/Asst Living 2651 Calle Frontera	Senior Assisted Living	88	BED	ITE 255	11	6	17	9	14	23	229	11	13	24	11	14	25
TOTAL OTHER DEVELOPMENT TRIPS						1,354	1,588	2,942	1,795	1,454	3,248	42,742	3,494	3,193	6,687	5,577	4,861	10,438

Notes:

(1) DU = Dwelling Units; TSF = Thousand Square Feet; RM = Hotel Rooms; SPC = vehicle spaces; AC = Acres; MGD = Million Gallons per Day; BED = Assisted Living Bed/unit.

(2) Sources:

ITE = Institute of Transportation Engineers *Trip Generation Manual* (10th Edition, 2017); ### = Land Use Code.

[a] = When trip generation was not reported in the noted source material, the missing data (such as weekend trips) is based on the ITE *Trip Generation Manual*.

Hbk = Hbk = ITE *Trip Generation Handbook* (3rd Edition, 2017).

[b] = Internal capture rates were calculated in accordance with procedures in the ITE *Trip Generation Handbook*. The daily internal capture is equal to the sum of the AM and PM peak hour internal trips.

[c] = When daily pass-by rates were not available from ITE *Trip Generation Handbook*, the daily pass-by trips are equal to the sum of the AM and PM peak hour pass-by trips.

[d] = *OCpark Conceptual Plans*, March 2020.

[e] = *Dana Point Harbor Revitalization Traffic & Parking Analysis* (RBF Consulting, September 2005); weekend trips based on the ITE *Trip Generation Manual*.

[f] = Daily trips per MGD determined from *Poseidon Desalination Plant Traffic Impact Analysis* which contained 120 weekday daily trips for 50 MGD for 24H-7day week operation.

(3) Source: Traffic Impact Analysis 34202 Del Obispo St (LSA Associates, Inc. July 2014).

(4) Source: Dana Point Del Prado Mixed Use Project Traffic Review/Assessment Letter (RK Engineering Group, Inc. January 4, 2019).

(5) Source: Traffic Impact Analysis St. Edwards Pastoral Center (LLG Engineers, November 8, 2018).

(6) Source: The Wave Resort at the Strand Trip Generation Memorandum (LLG Engineers, June 17, 2017).

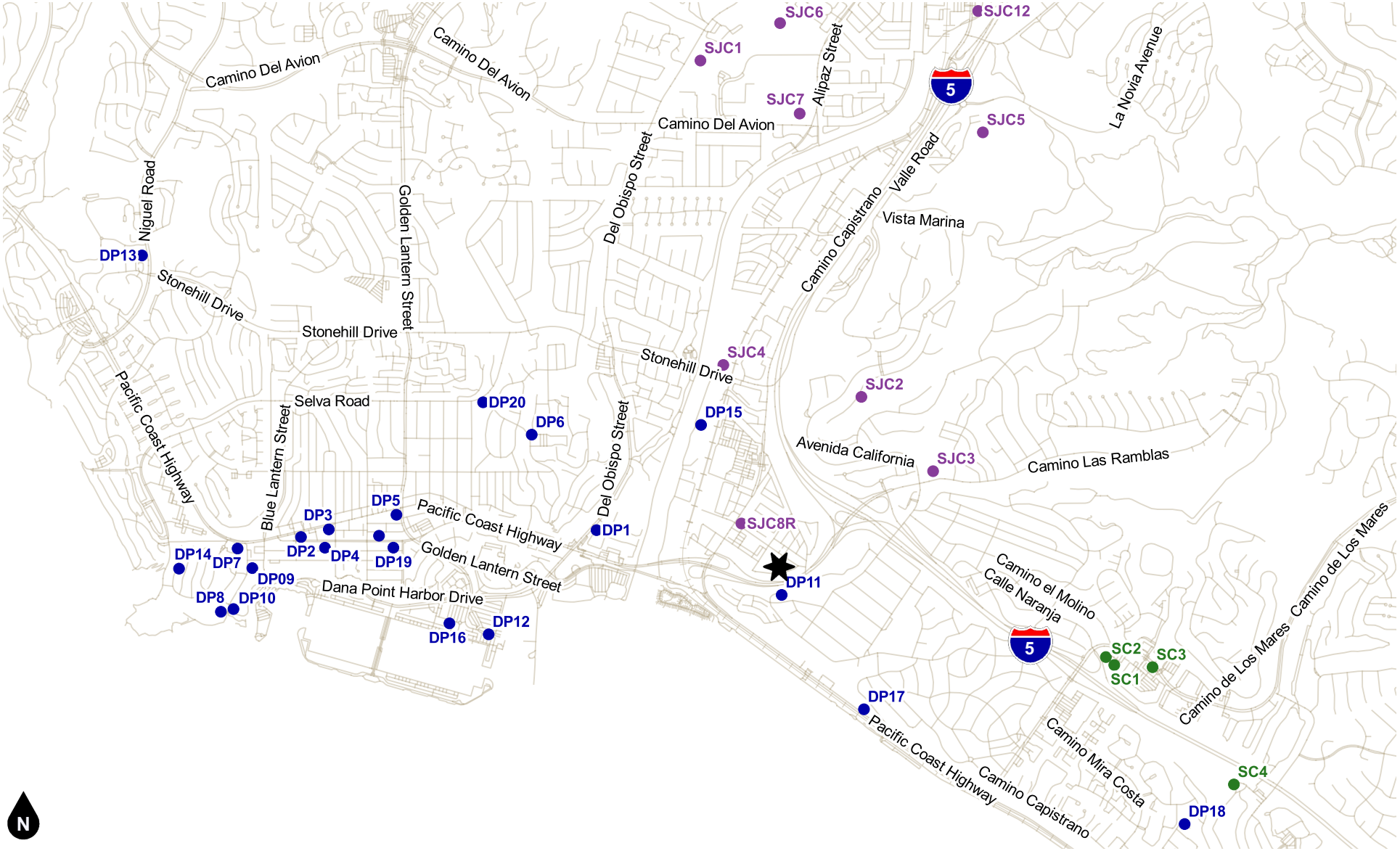
(7) Source: Green Lantern Hotel Projects Preliminary Traffic Assessment (LLG Engineers, February 14, 2017).

(8) Source: Dana Point Harbor Hotels Traffic Impact Analysis, (LLG Engineers, April 2021).

(9) Source: Dana Point Harbor Revitalization Traffic & Parking Analysis, RBF Consulting (September 16, 2005), and estimated percentage completion by 2025.

(10) Headlands Specific Plan total residential development is 118 single family homes. Approximately 33% of this total are currently undeveloped with 67% already built.

(11) Source: Traffic Impact Analysis Ganahl Lumber Development Project (LSA Associates, Inc., September 2019).

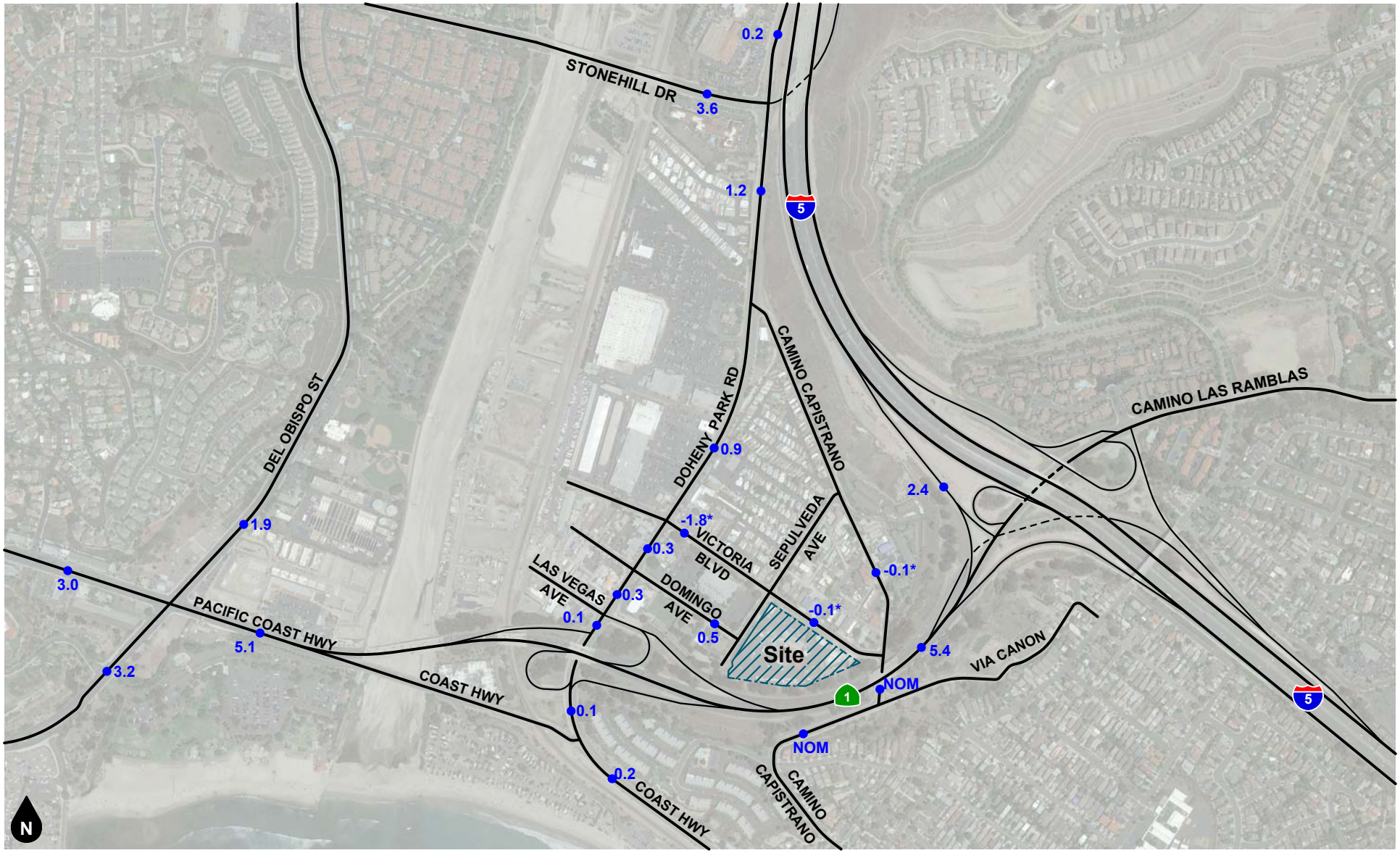


Legend

\# Other Development ID in:

- City of Dana Point (DP)
- City of San Clemente (SC)
- City of San Juan Capistrano (SJC)

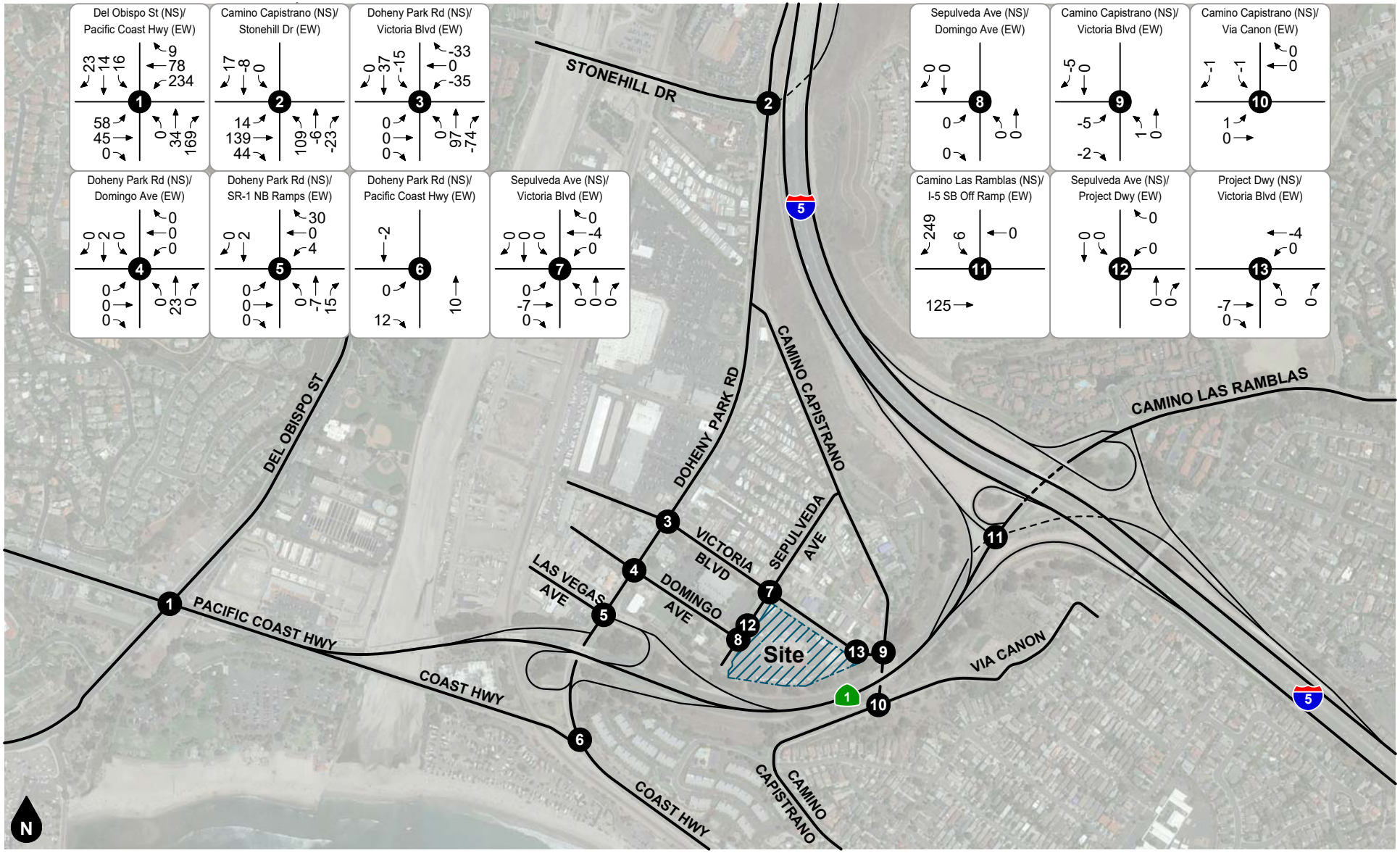
Figure 20
Other Development Location Map



Legend

- ● ## Vehicles Per Day (1,000's)
- ● ##* Removal of Existing Business Reduces ADT For This Link
- NOM Nominal; Less Than 50 Vehicles Per Day

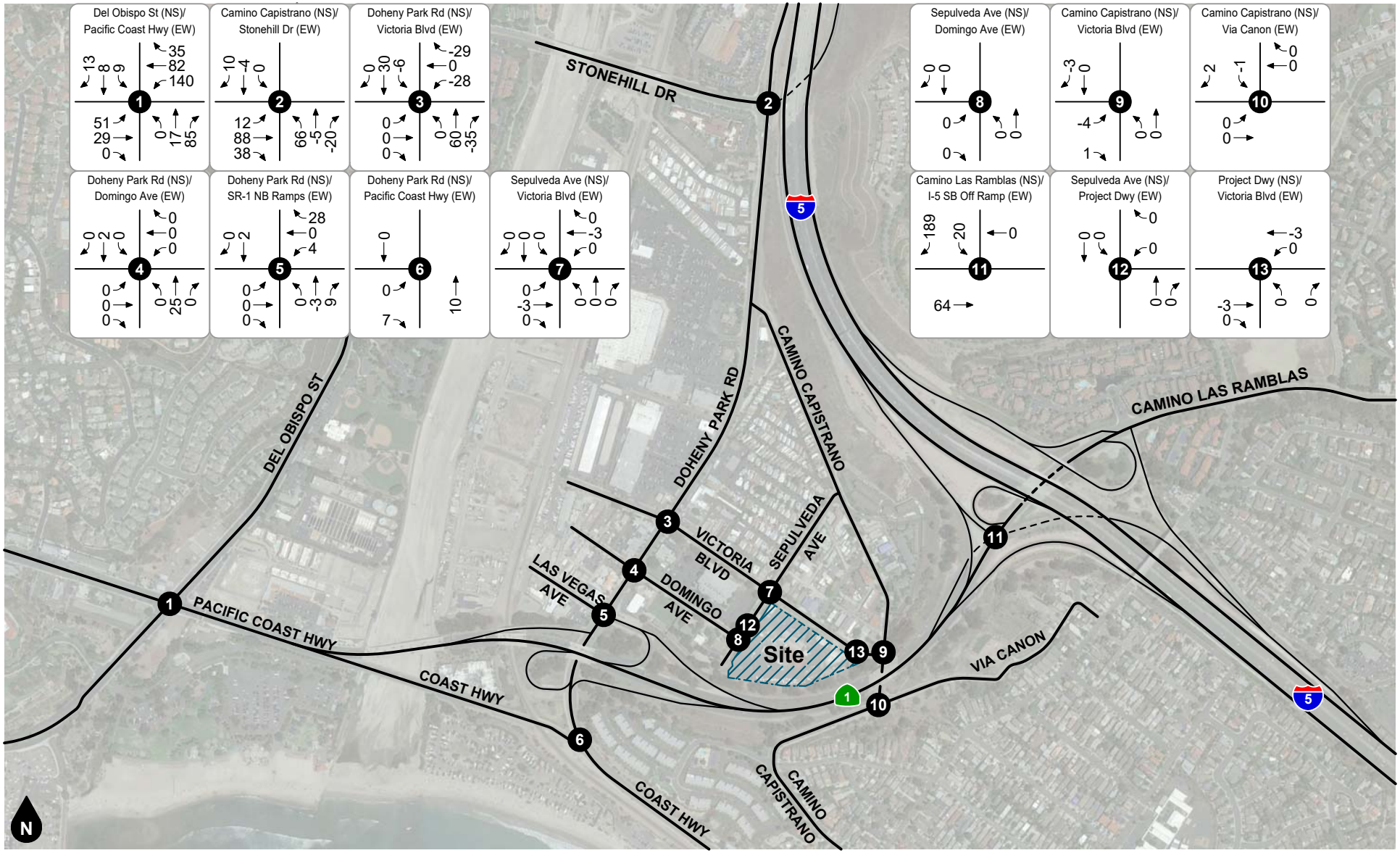
Figure 21
Other Development Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

Figure 22
Other Development
Weekday AM Peak Hour Intersection Turning Movement Volumes



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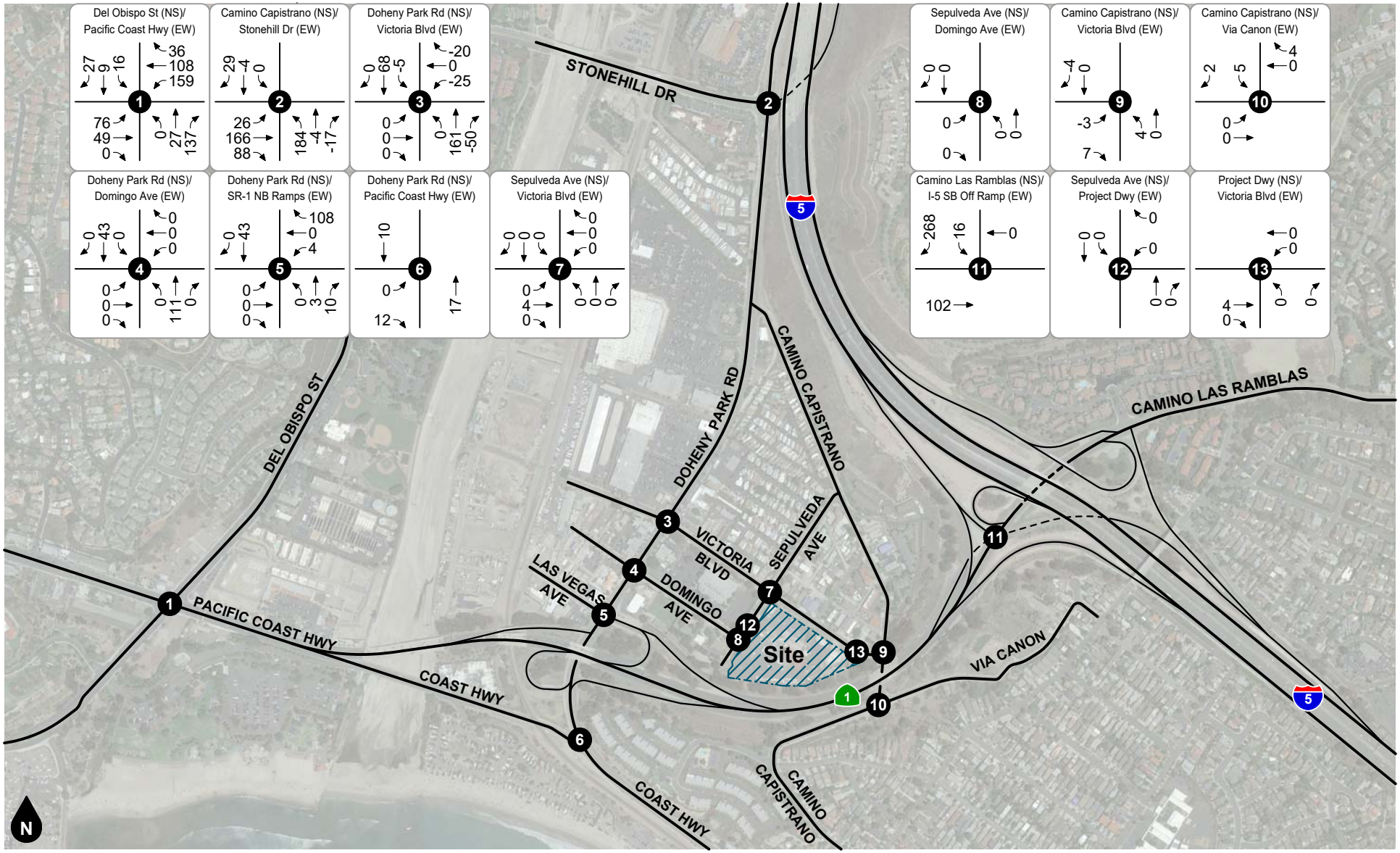
(#) Study Intersection

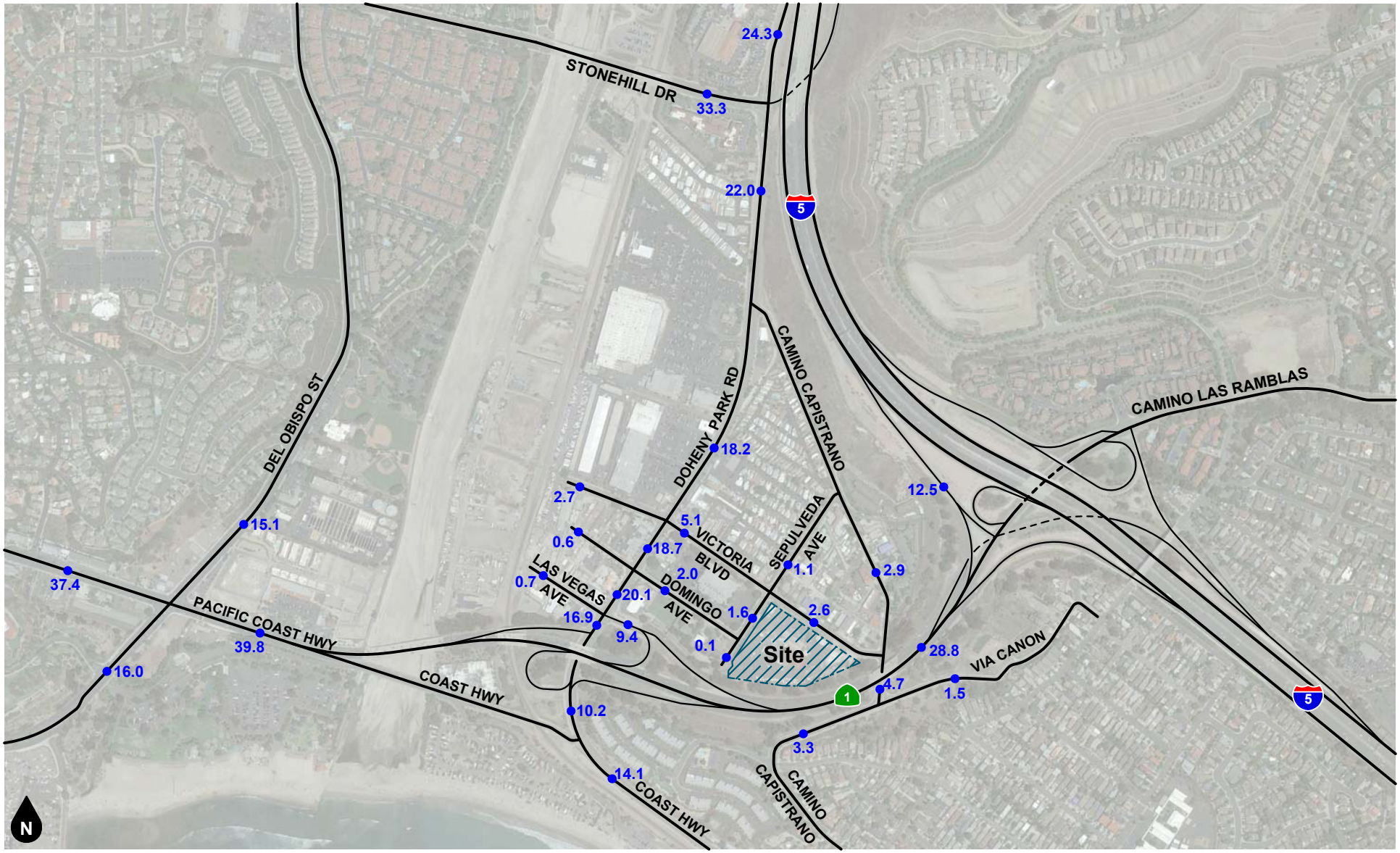
Figure 23
Other Development
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

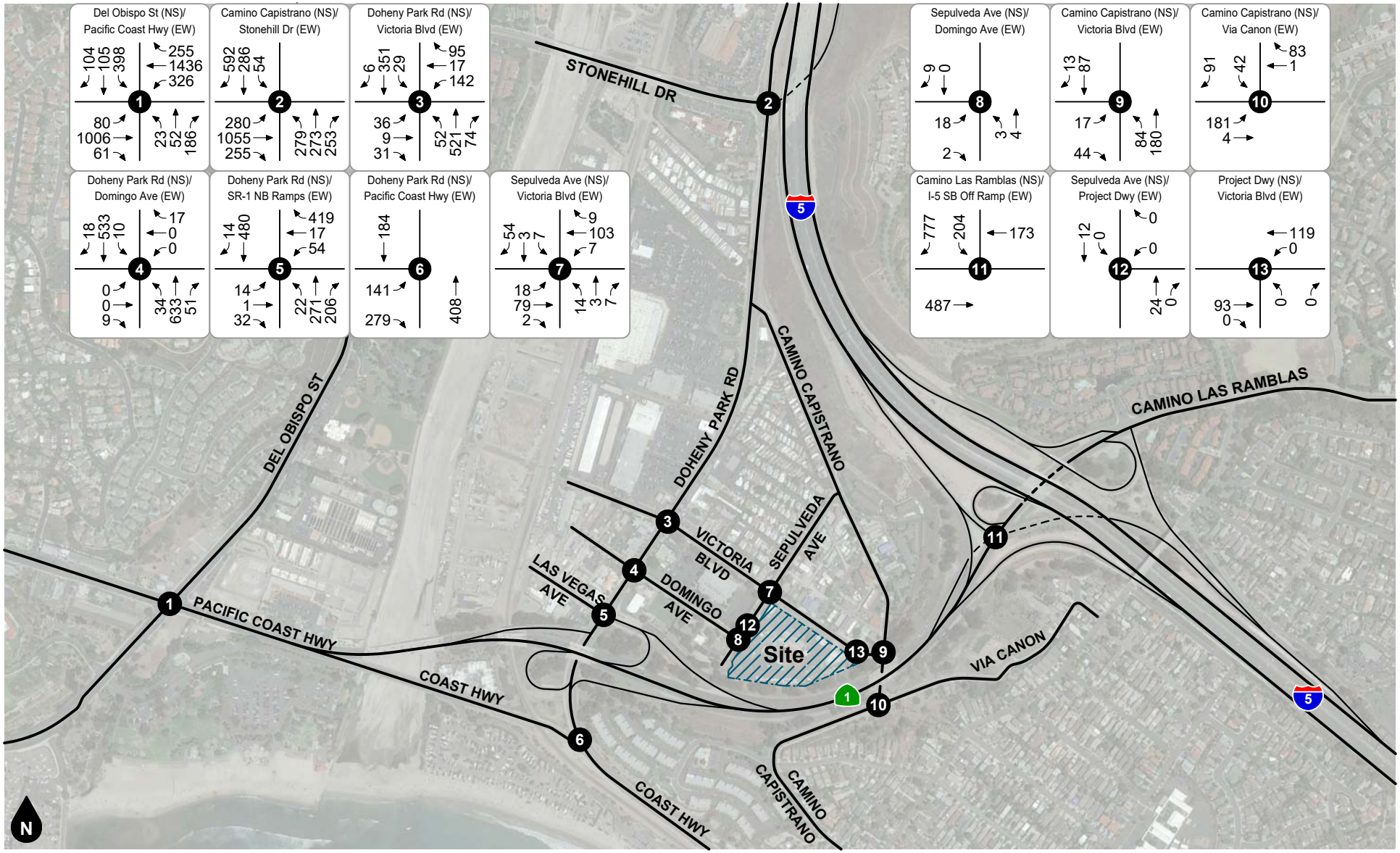
Figure 24
Other Development
Saturday Midday Peak Hour Intersection Turning Movement Volumes



Legend

●## Vehicles Per Day (1,000's)

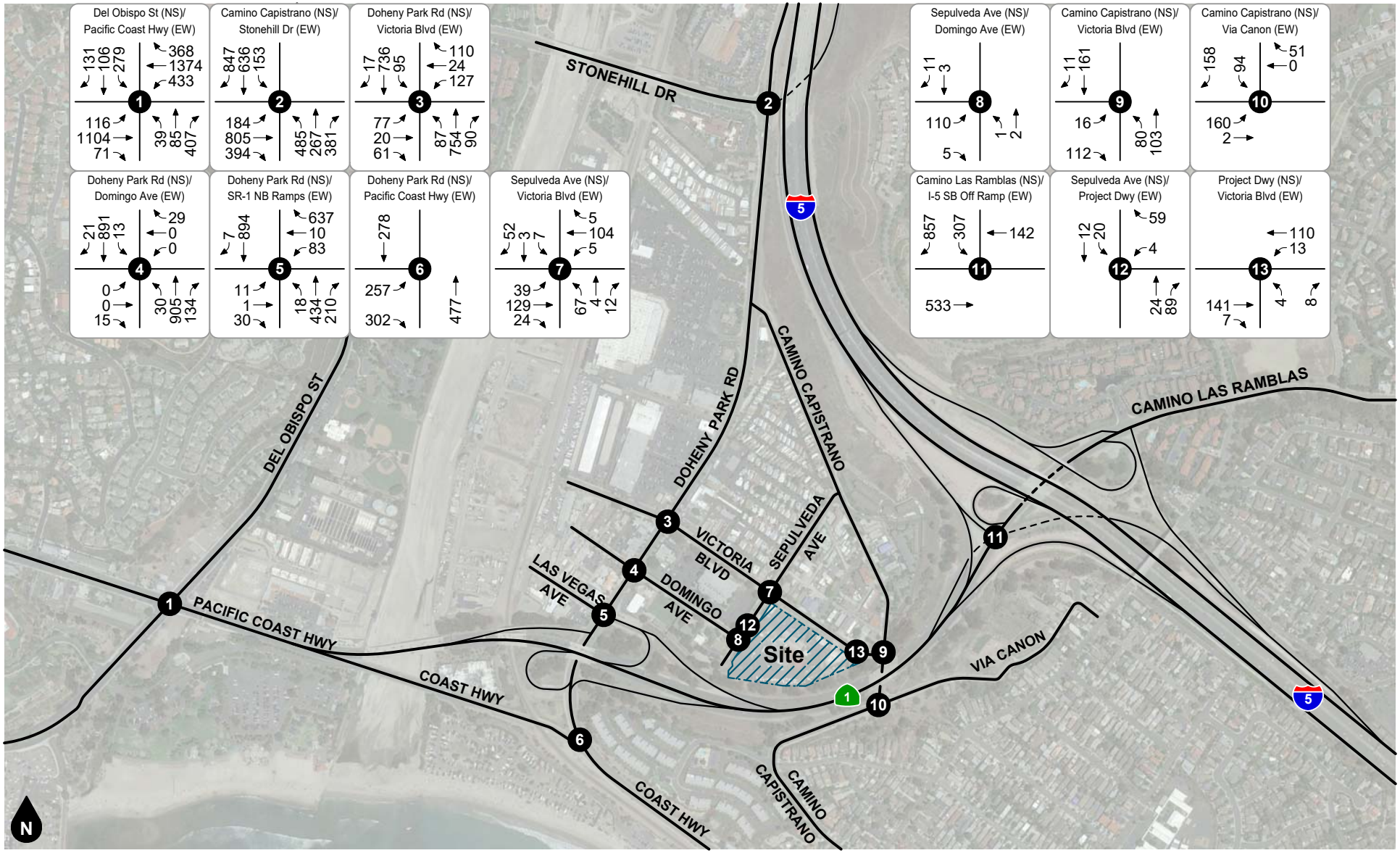
Figure 25
Existing Plus Project Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

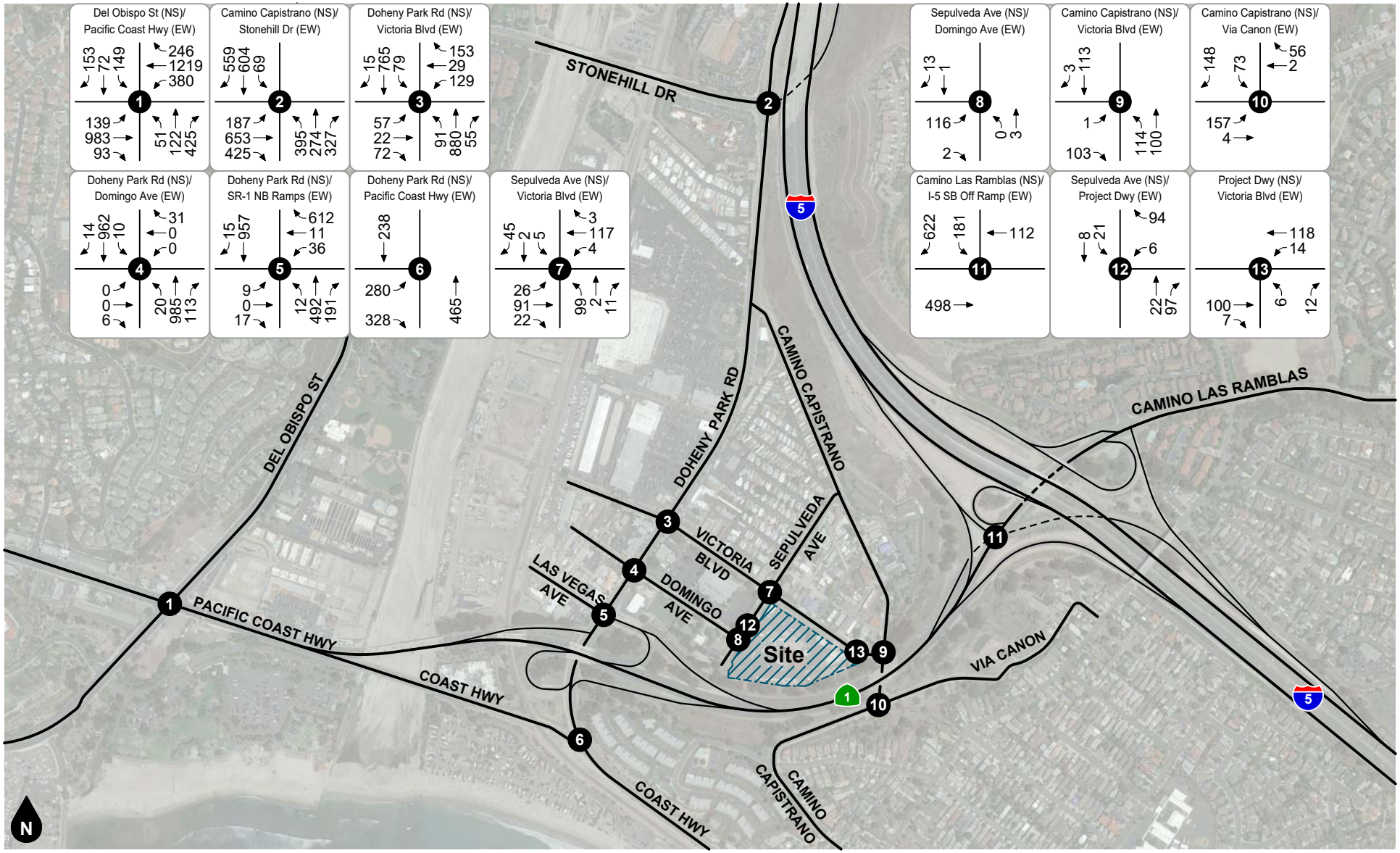
Figure 26
Existing Plus Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

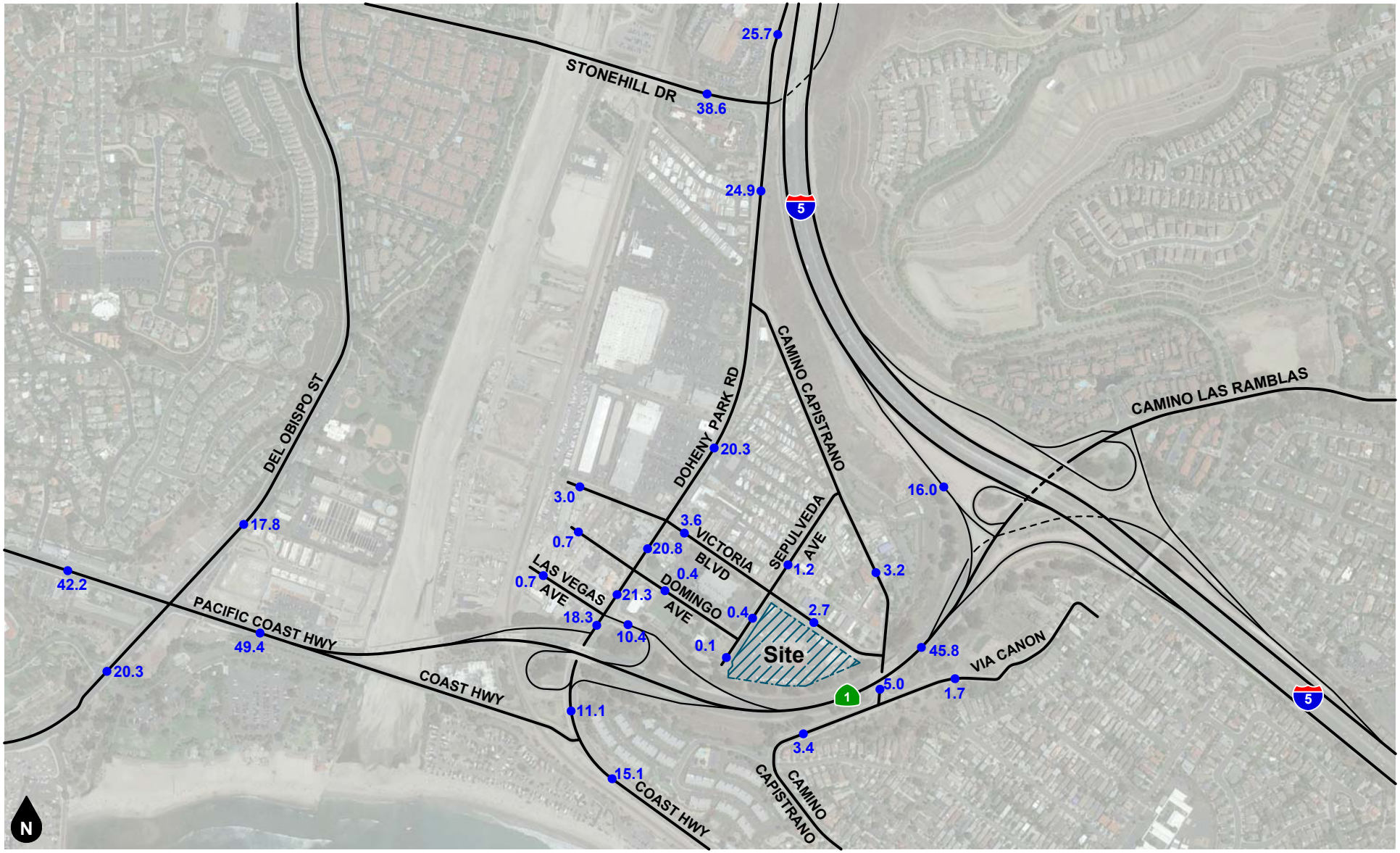
Figure 27
Existing Plus Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

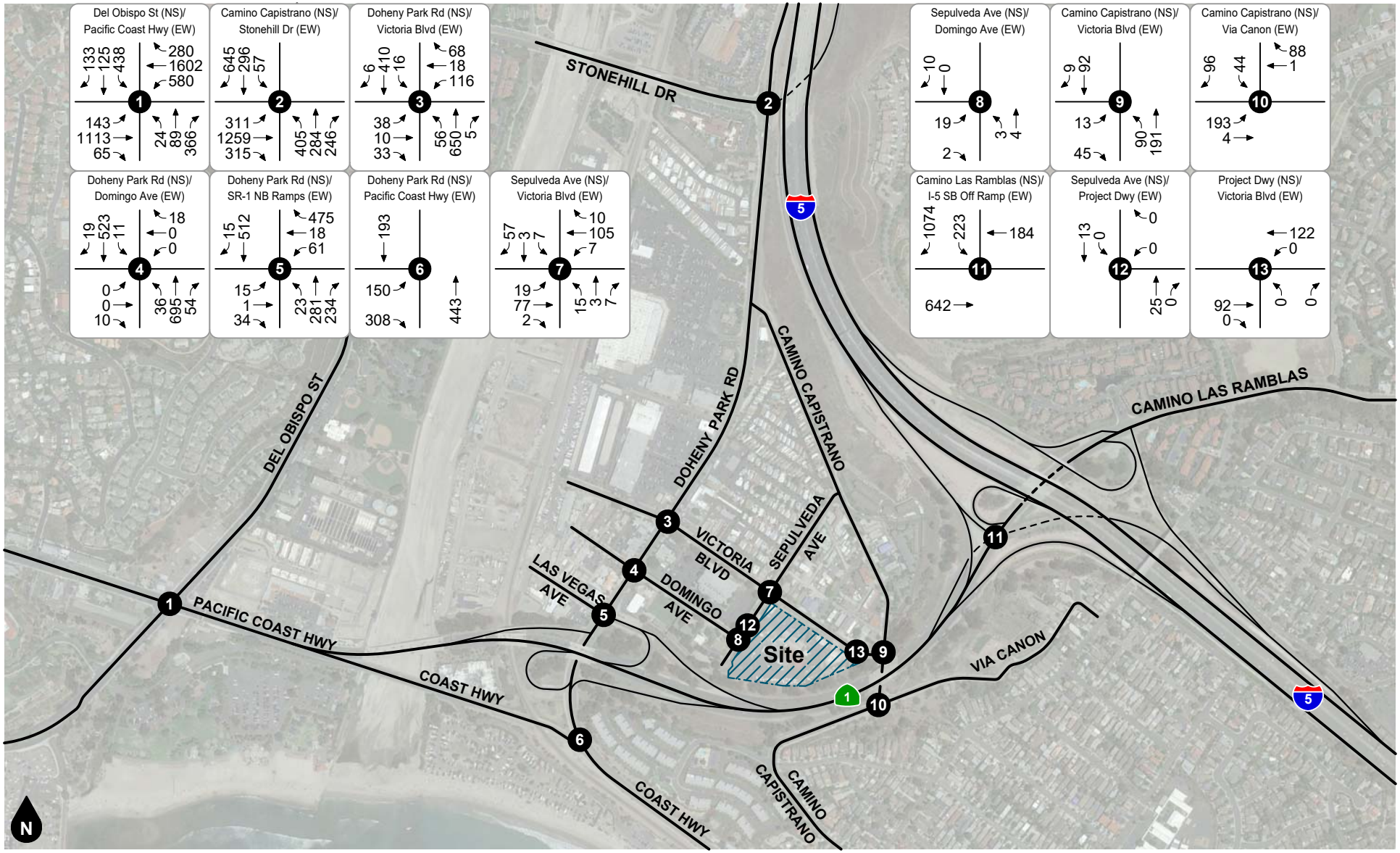
Figure 28
Existing Plus Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes



Legend

●## Vehicles Per Day (1,000's)

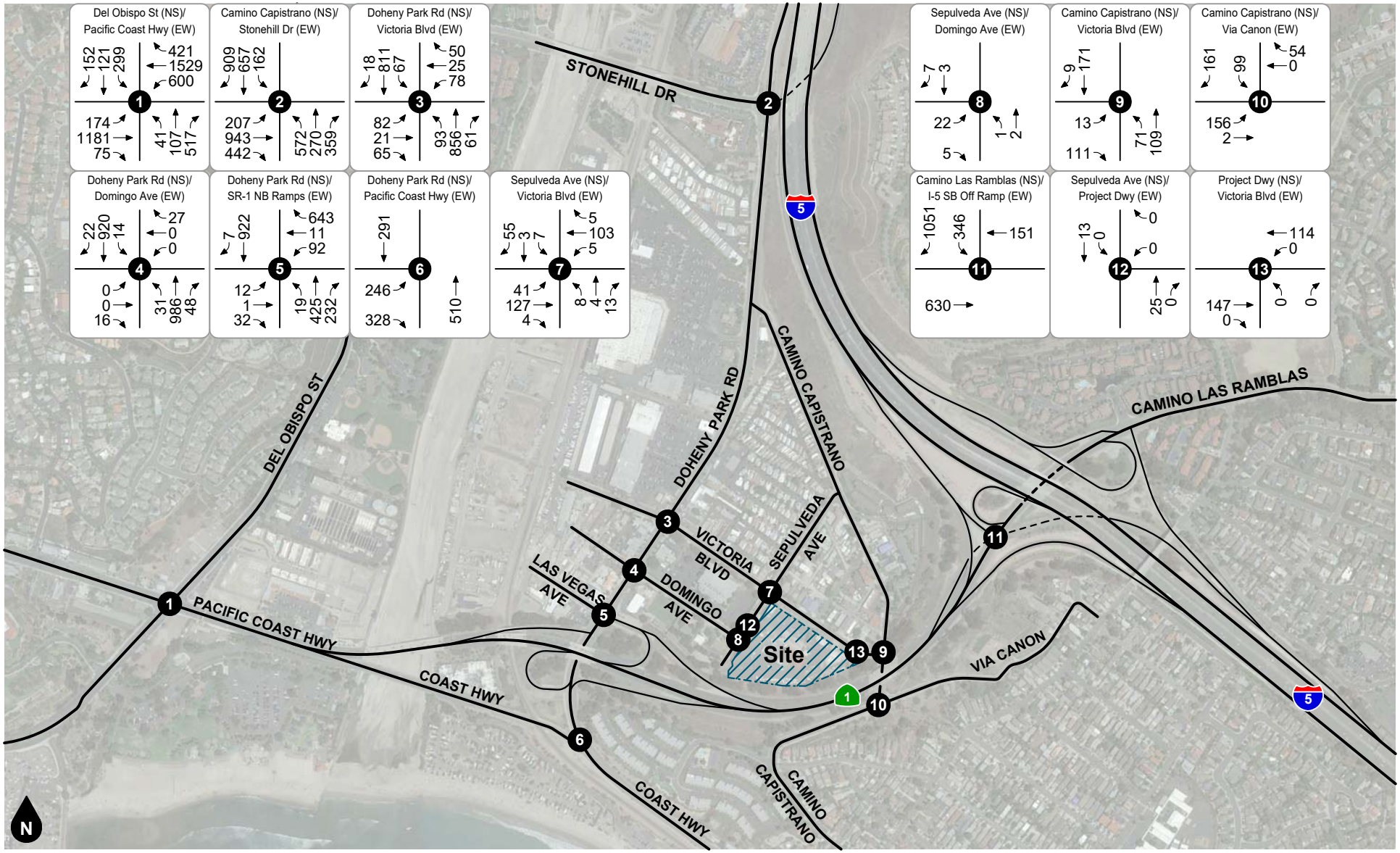
Figure 29
Opening Year (2025) Without Project
Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

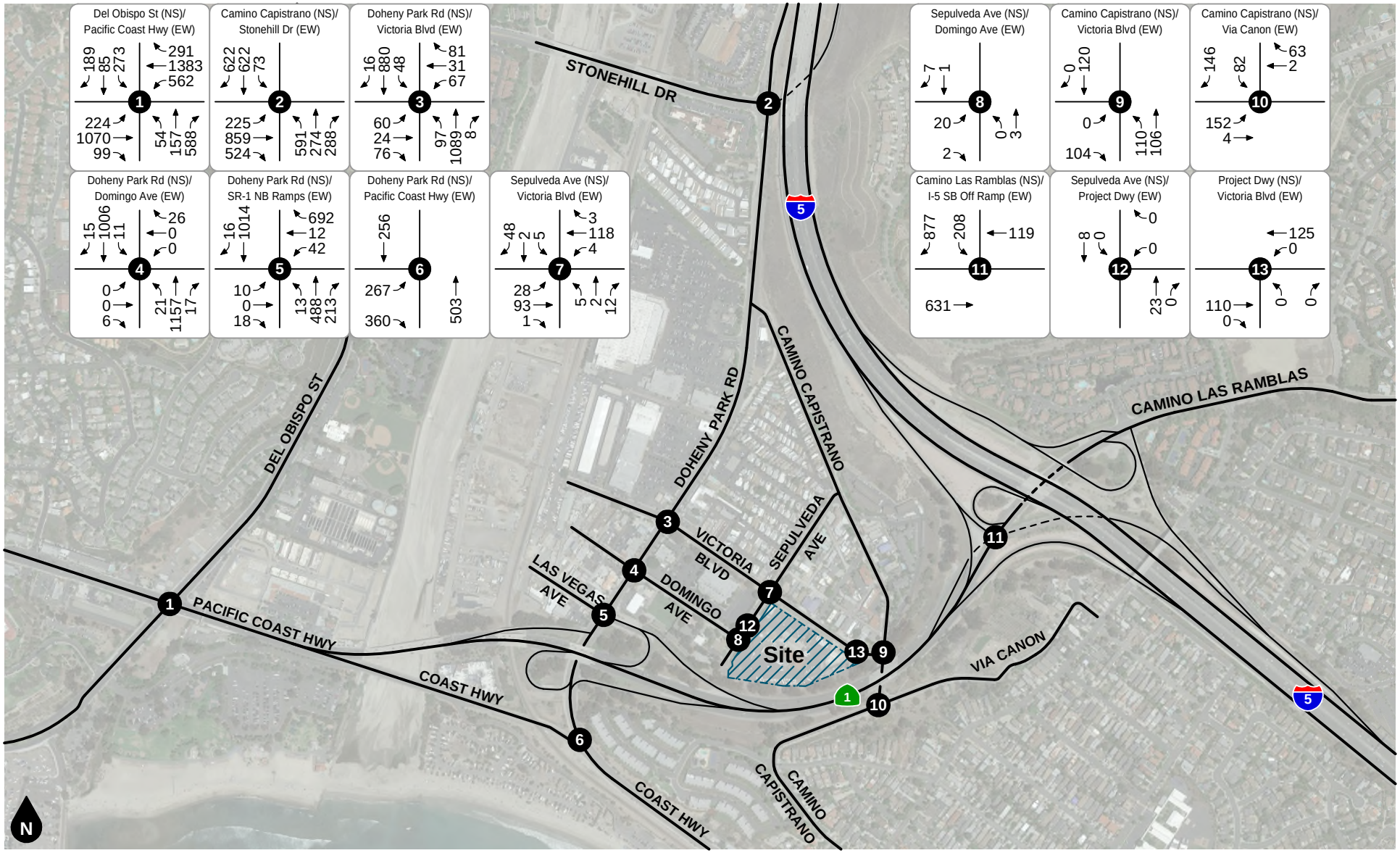
Figure 30
Opening Year (2025) Without Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

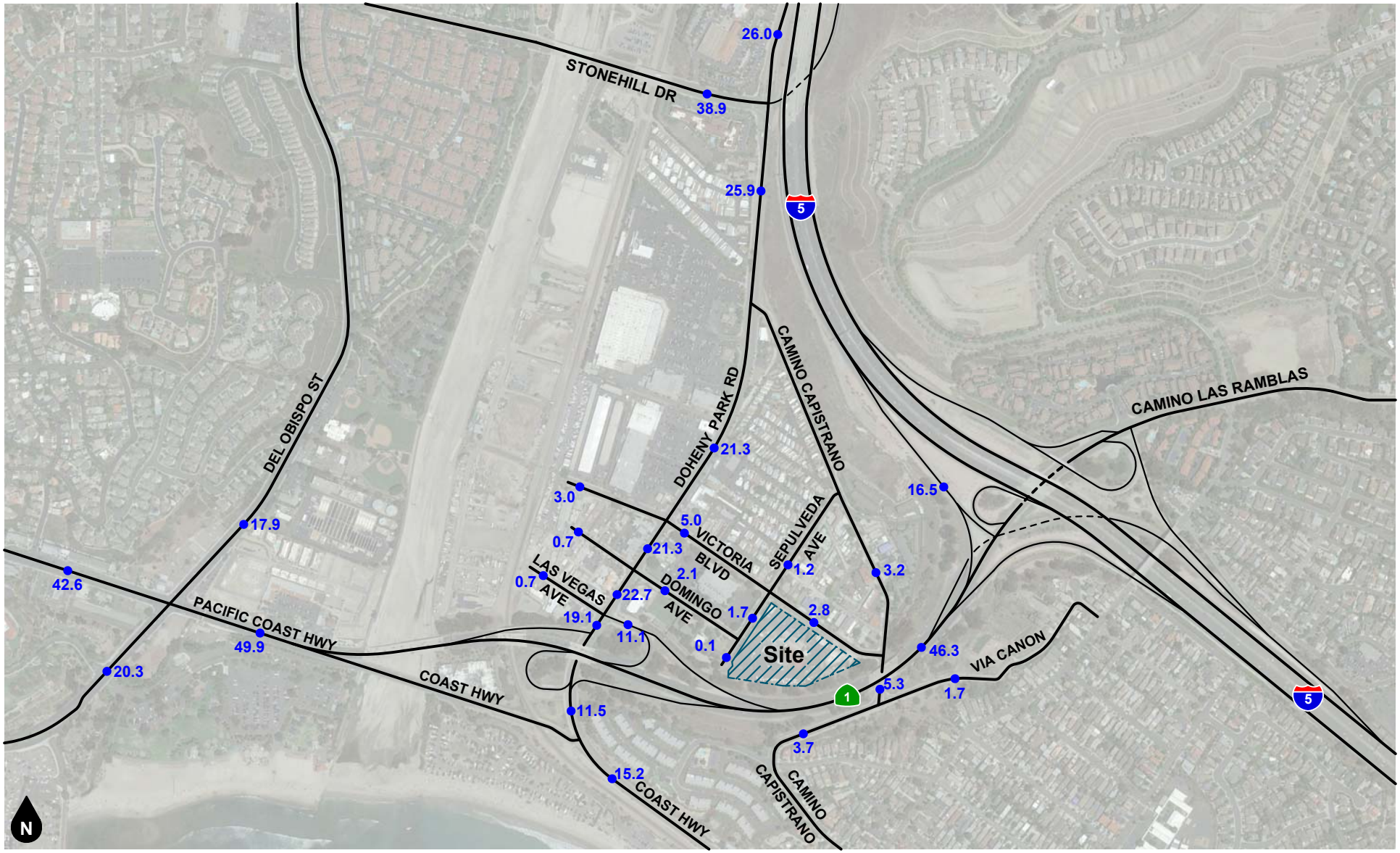
Figure 31
Opening Year (2025) Without Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

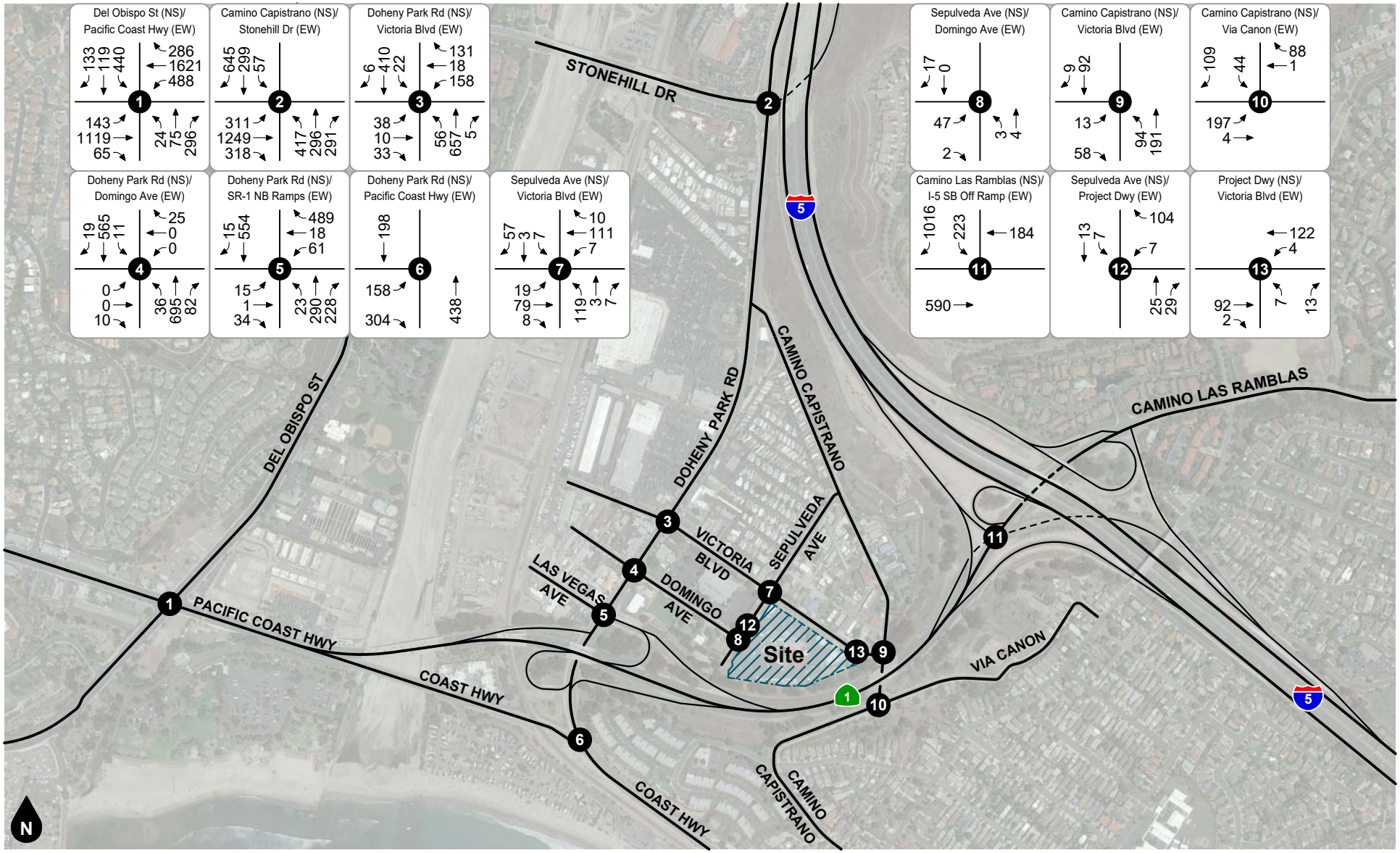
Figure 32
Opening Year (2025) Without Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes



Legend

●## Vehicles Per Day (1,000's)

Figure 33
Opening Year (2025) With Project
Weekday Average Daily Traffic Volumes



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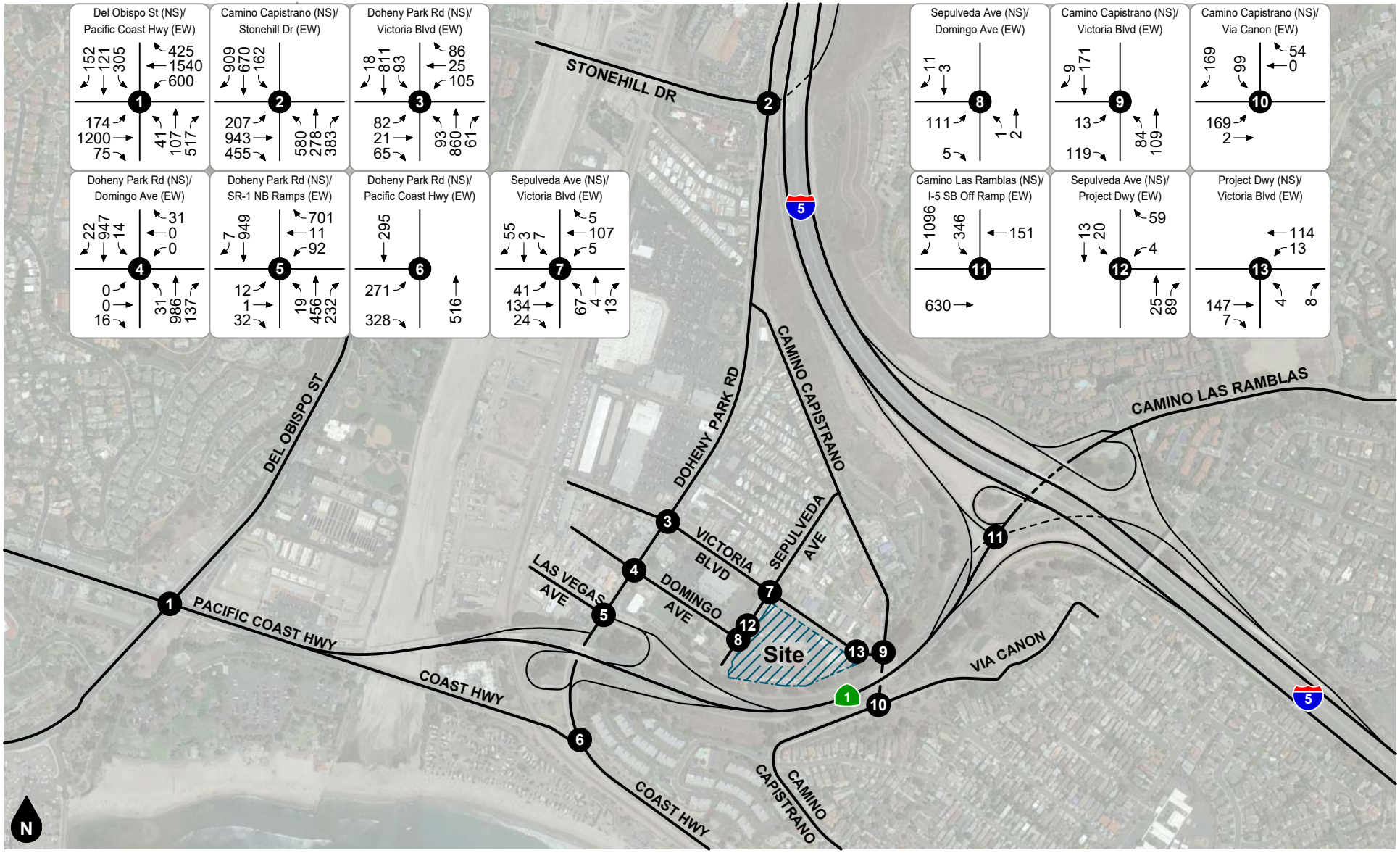
(#) Study Intersection

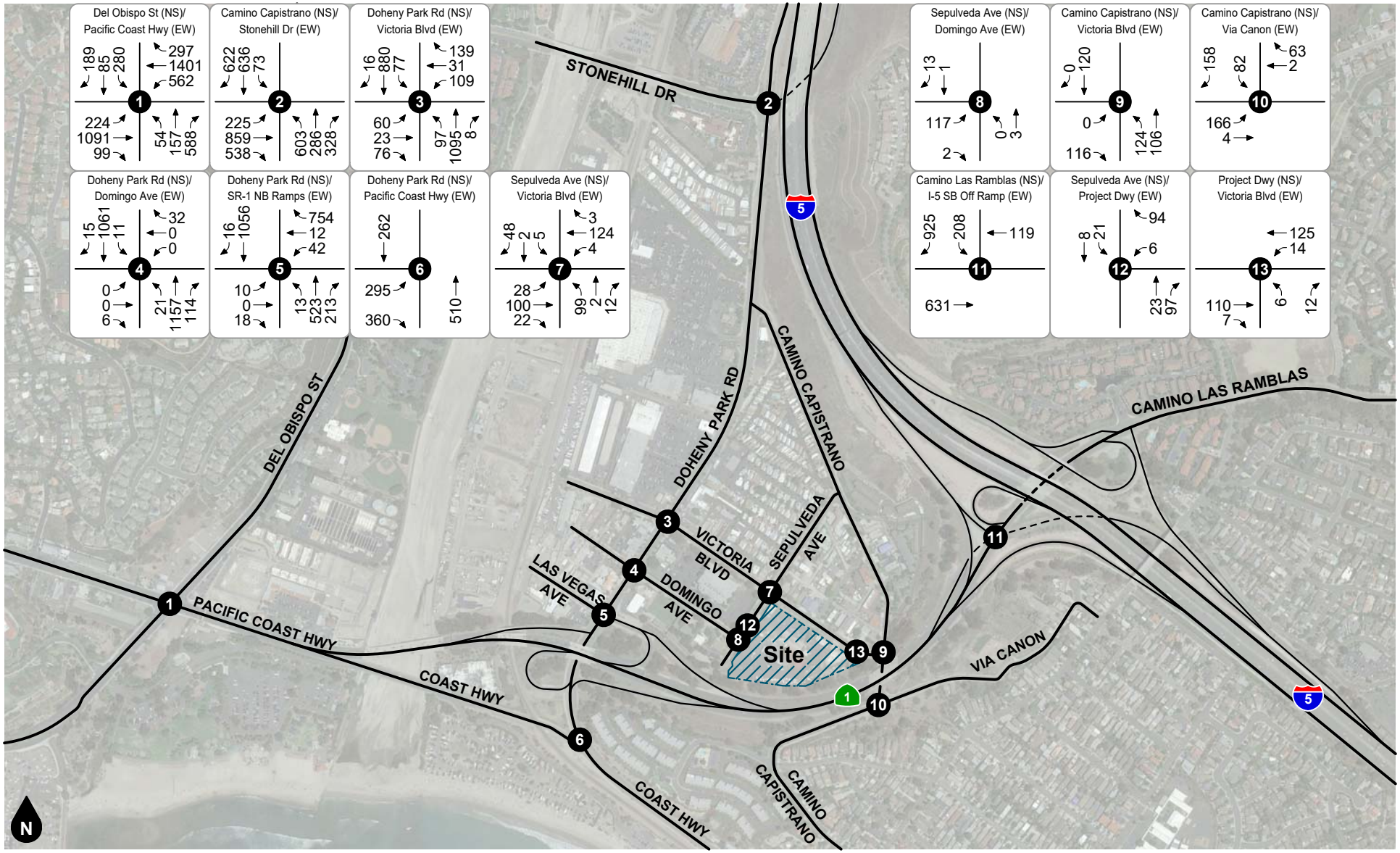
Figure 34
Opening Year (2025) With Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 35
Opening Year (2025) With Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



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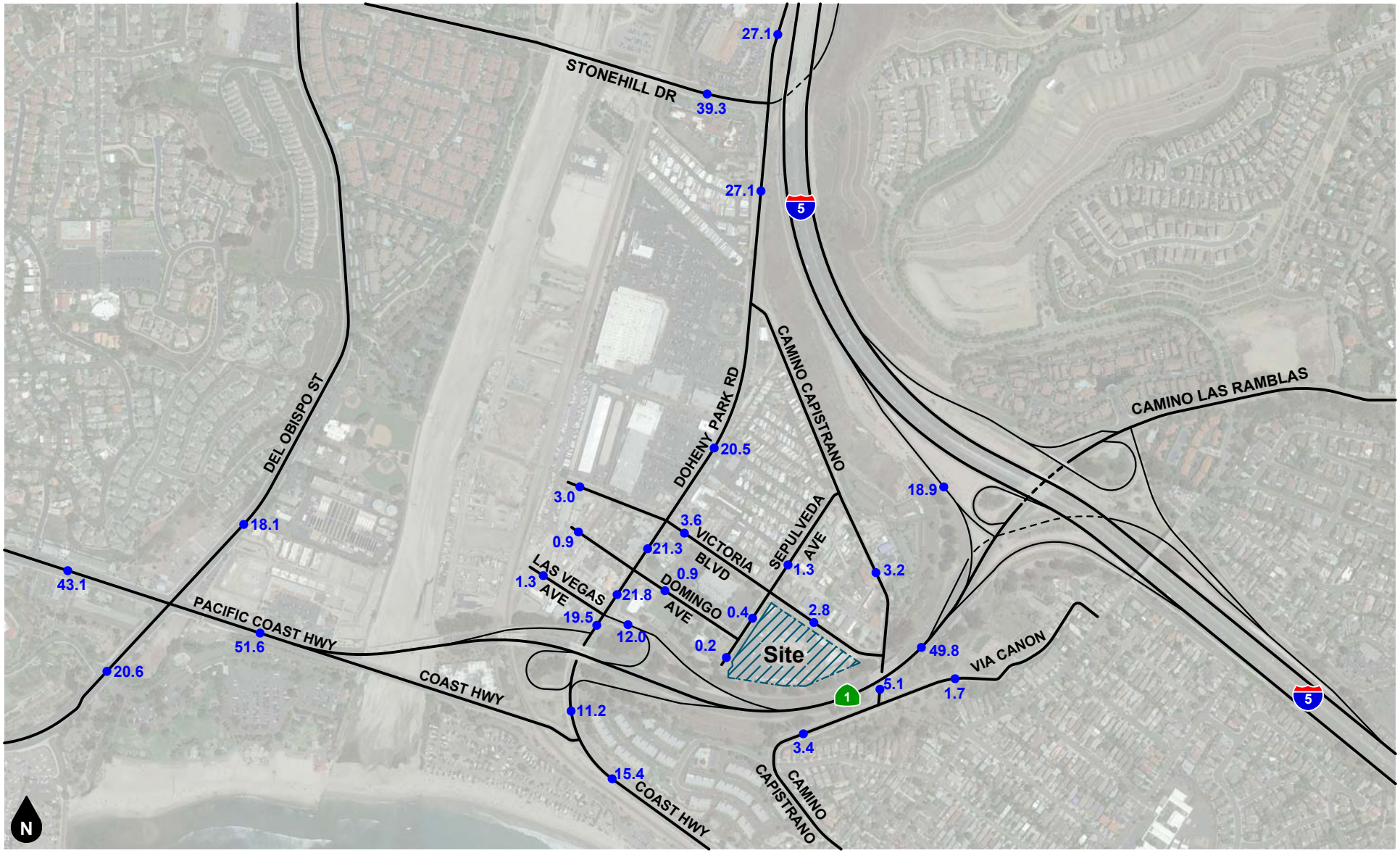
(#) Study Intersection

Figure 36
Opening Year (2025) With Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes



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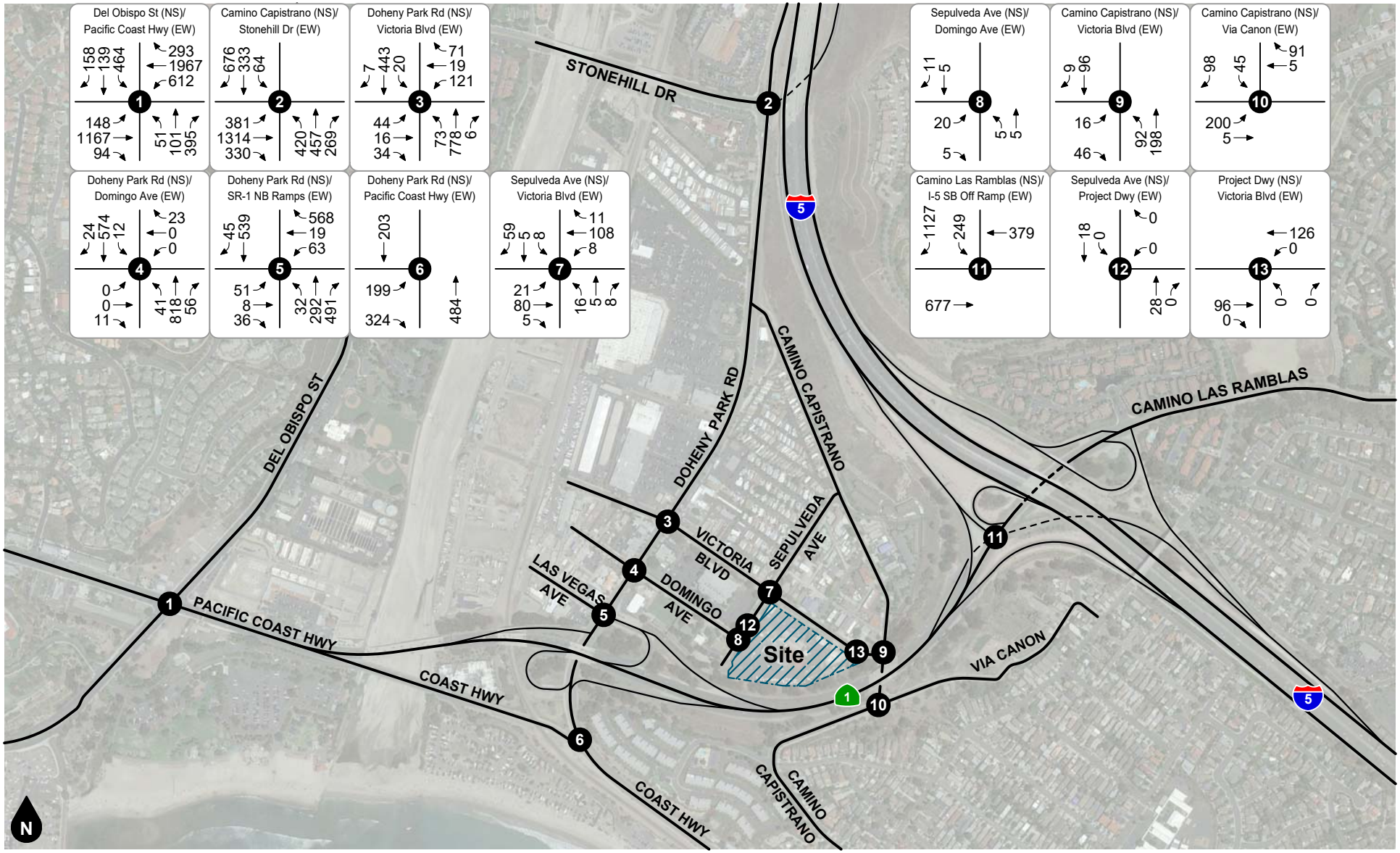
●## Vehicles Per Day (1,000's)

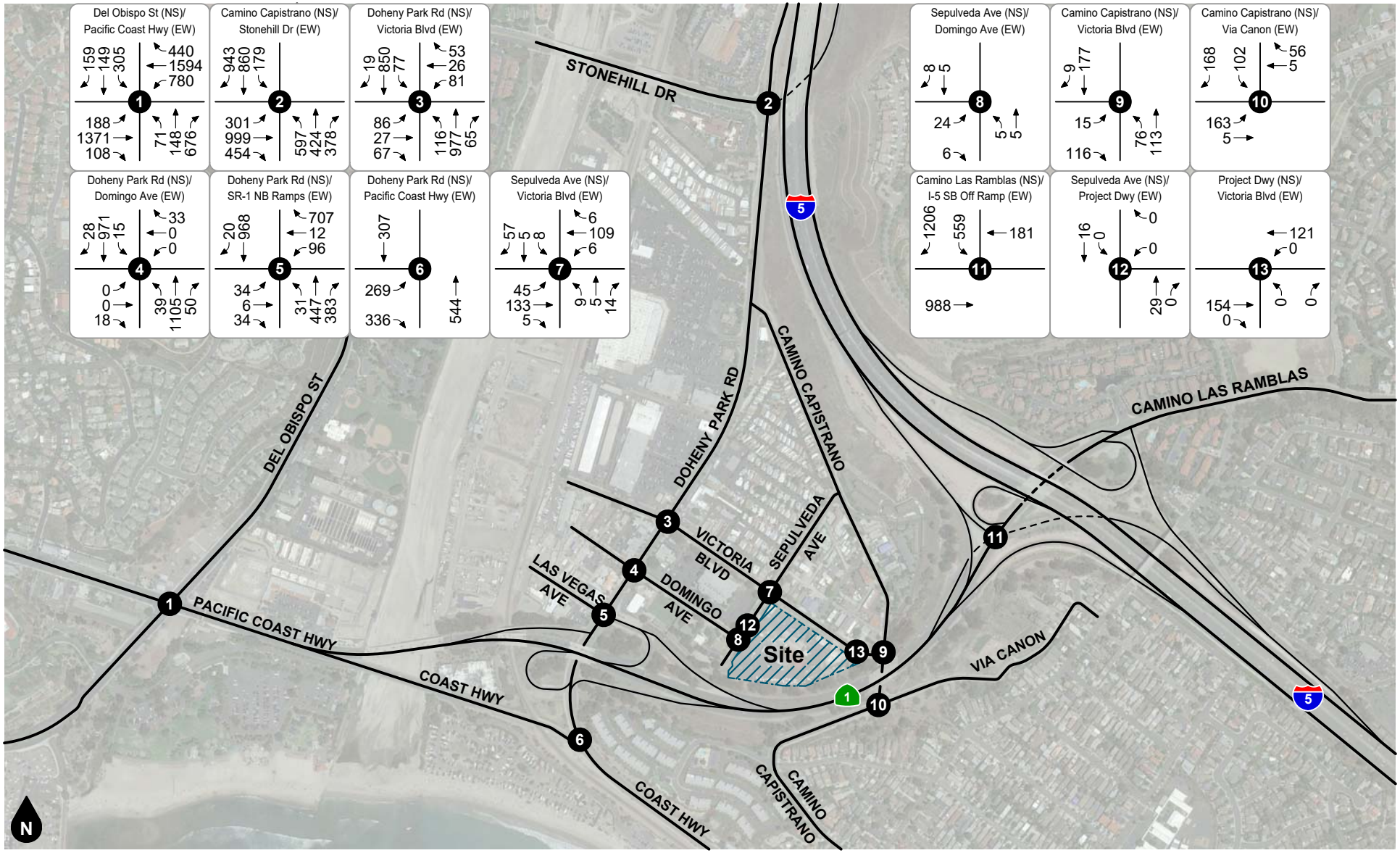
Figure 37
Year 2045 Without Project
Weekday Average Daily Traffic Volumes



Legend

(#) Study Intersection

Figure 38
Year 2045 Without Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



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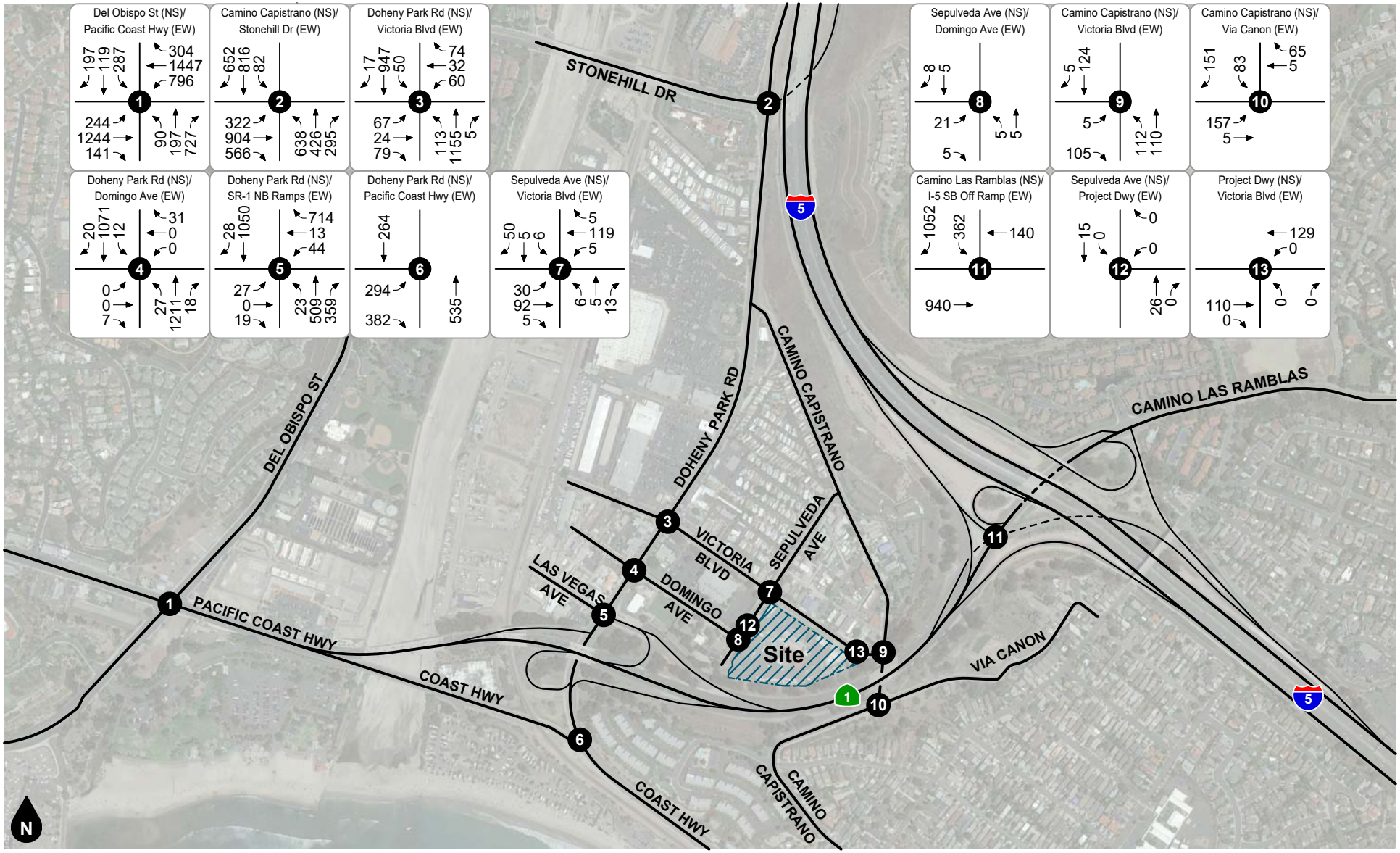
(#) Study Intersection

Figure 39
Year 2045 Without Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



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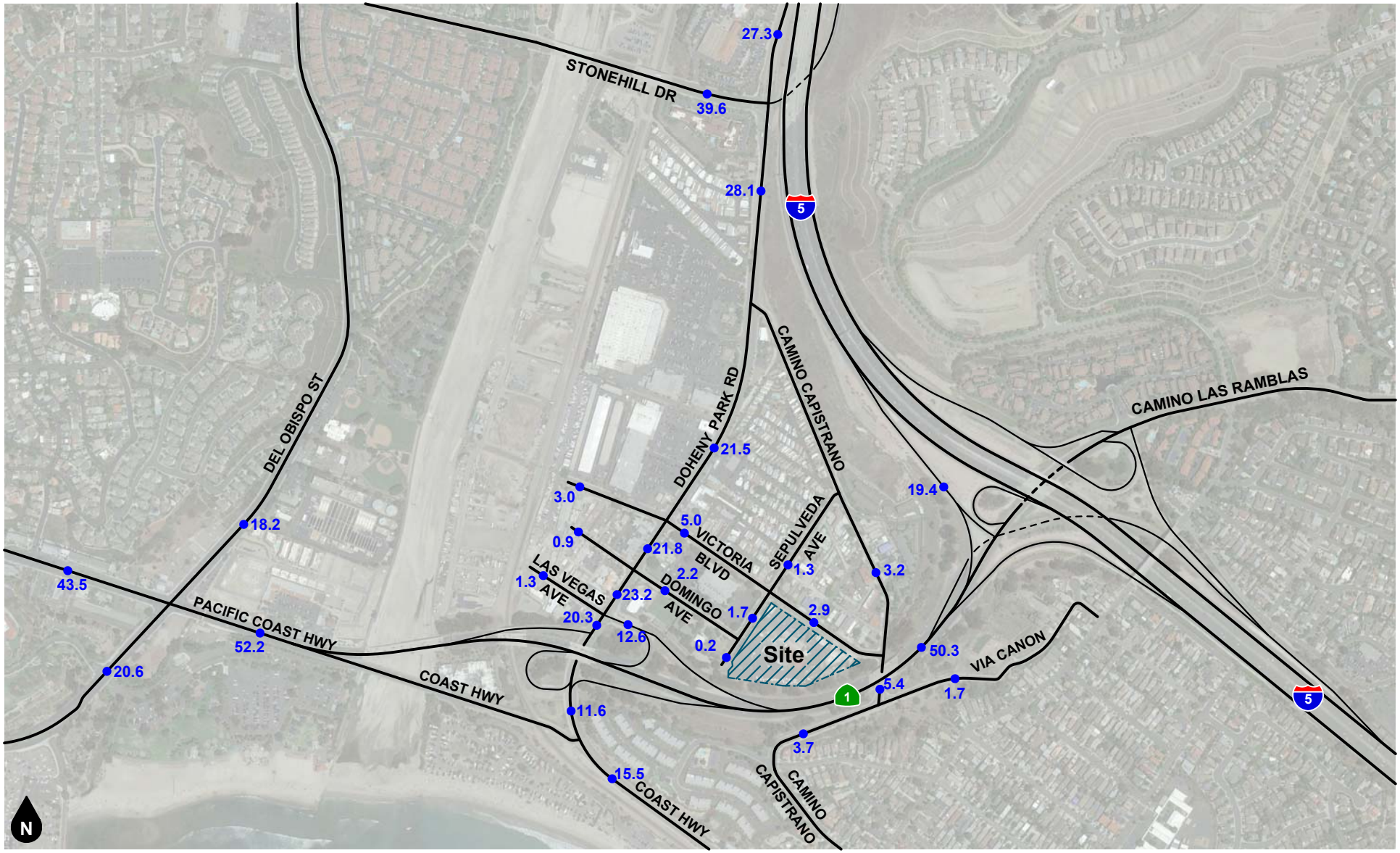
(#) Study Intersection

Figure 40
Year 2045 Without Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes



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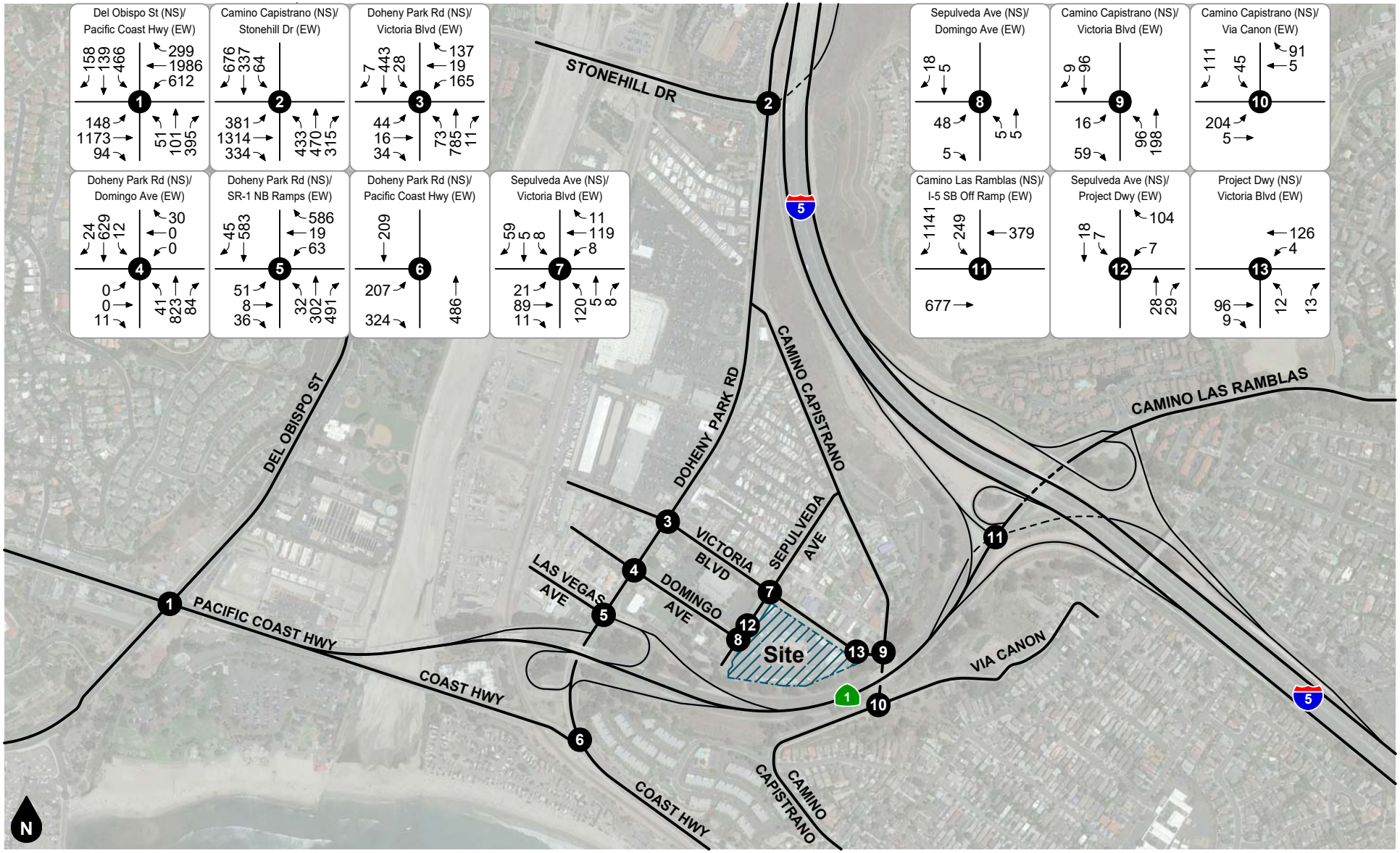
●## Vehicles Per Day (1,000's)

Figure 41
Year 2045 With Project
Weekday Average Daily Traffic Volumes



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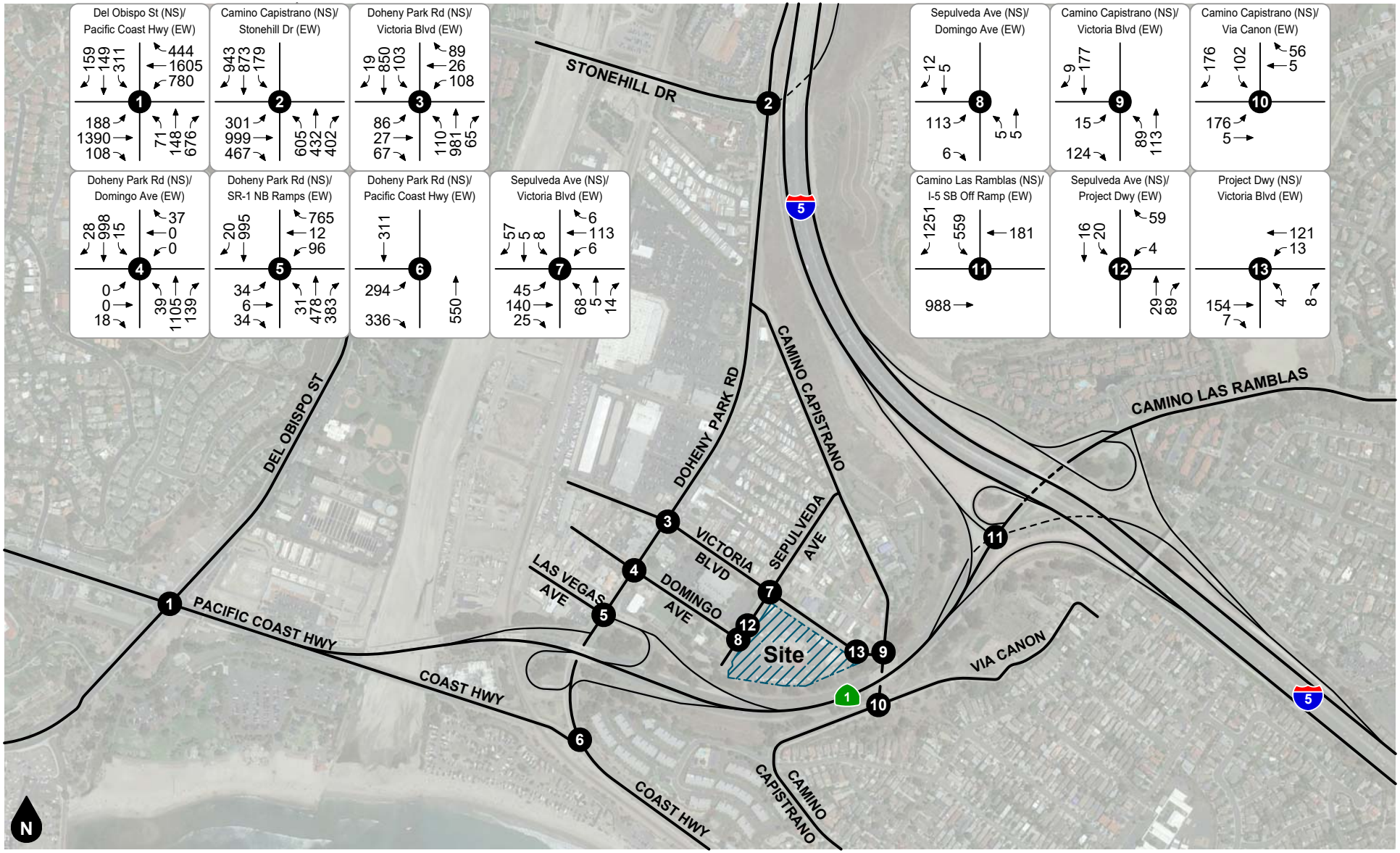
(#) Study Intersection

Figure 42
Year 2045 With Project
Weekday AM Peak Hour Intersection Turning Movement Volumes



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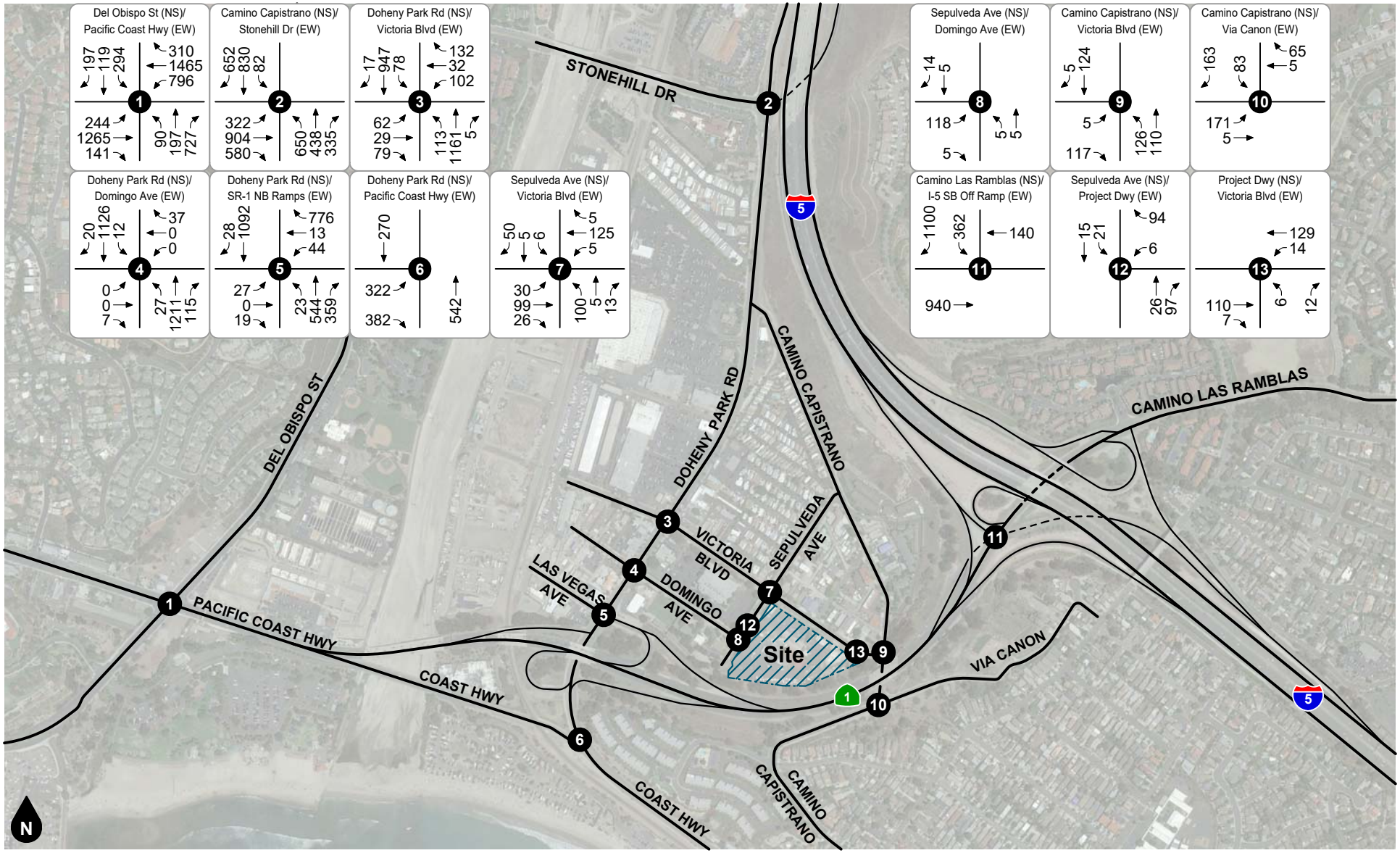
(#) Study Intersection

Figure 43
Year 2045 With Project
Weekday PM Peak Hour Intersection Turning Movement Volumes



Legend

(#) Study Intersection

Figure 44
Year 2045 With Project
Saturday Midday Peak Hour Intersection Turning Movement Volumes

6. FUTURE LEVELS OF SERVICE ANALYSIS

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix D.

EXISTING PLUS PROJECT

The intersection Levels of Service for Existing Plus Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Existing Plus Project conditions.

Table 5 evaluates the project impact at the study intersections for Existing Plus Project conditions. As shown in Table 5, the proposed project is forecast to result in no project related Level of Service deficiencies at the study intersections for Existing Plus Project conditions.

OPENING YEAR (2025) WITHOUT PROJECT

The intersection Levels of Service for Opening Year (2025) Without Project conditions are shown in Table 6. As shown in Table 6, the study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Opening Year (2025) Without Project conditions.

OPENING YEAR (2025) WITH PROJECT

The intersection Levels of Service and project impact evaluation for Opening Year (2025) With Project conditions are shown in Table 7. As shown in Table 7, the study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Opening Year (2025) With Project conditions.

As also shown in Table 7, the proposed project is forecast to result in no project related Level of Service deficiencies at the study intersections for Opening Year (2025) With Project conditions.

YEAR 2045 WITHOUT PROJECT

The intersection Levels of Service for Year 2045 Without Project conditions are shown in Table 8. As shown in Table 8, the study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 Without Project conditions, except for the following study intersection that is forecast to operate at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 Without Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvements described below:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

- Restripe the northbound approach (and southbound approach, as necessary) to accommodate two northbound left turn lanes

- Change north-south signal operation from split phasing to protected left-turn phasing
- Install eastbound right turn overlap signal phasing

YEAR 2045 WITH PROJECT

The intersection Levels of Service and project impact evaluation for Year 2045 With Project conditions are shown in Table 9. As shown in Table 9, the study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 With Project conditions, except for the following study intersection that is forecast to continue operating at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 With Project conditions, the study intersections are forecast to continue operating within acceptable Levels of Service (D or better) during the peak hours with implementation of the previously identified improvements.

Table 10 shows a summary of the impact evaluation at the Camino Capistrano and Stonehill Drive/I-5 Northbound On-Ramp intersection based on City of San Juan Capistrano criteria. As also shown in Table 10, the proposed project is forecast to result in a cumulative Level of Service impact at the intersection of Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp (Intersection #2). For the cumulative impact, improvements were identified to improve Levels of Service to LOS D. These identified improvements are not currently specified by the Capistrano Circulation Fee Program (CCFP); therefore, the project shall pay fair-share of the total cost of the for this improvement as specified in the City of San Juan Capistrano Traffic Studies Policy 310.

TRAFFIC SIGNAL WARRANT ANALYSIS

The potential need for installation of a traffic signal at the unsignalized study intersection of Doheny Park Road at Domingo Avenue (Intersection #4) was evaluated based on the *California Manual on Uniform Traffic Control Devices* ("*California MUTCD*"), Section 4C.04, peak hour volume warrant graphs (Warrant 3). The unsignalized study intersection is not forecast to satisfy the *California MUTCD* peak hour volume warrant (Warrant 3). Traffic signal warrant worksheets are provided in Appendix F.

PROJECT FAIR SHARE CONTRIBUTION

The project fair share contributions were calculated for Year 2045 improvement locations. The project share of cost is based on the proportion of project peak hour intersection turning movement volumes[4] contributed to the improvement location relative to the total new peak hour intersection turning movement volumes (i.e., Year 2045 minus Existing volumes).

Table 11 presents a summary of improvement cost and project cost shares at the Year 2045 study intersection improvement locations. The intersection fair share cost calculations are typically based on the higher of the weekday AM or PM peak hour traffic volumes. As shown in Table 11, total cost of needed intersection improvements for the study area intersections is $535000. The project's fair share cost is approximately $35,921 based on the project percentage of traffic volume at the individual intersections.

These cost estimates are calculated based on a rough order of magnitude unit cost for reference use only in this traffic study. The fair share calculations are intended only for the discussion purposes of this traffic study,

[4] The proposed project trips for fair share are based on the March 2022 plan set with 356 apartments and the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021) trip generation rates which forecast 142 AM peak hour trips and 181 AM peak hour trips.

and the final payment amounts and schedules should be determined in consultation with City staff in accordance to City guidelines and fee schedules.

Table 4
Existing Plus Project Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	Weekday				Saturday	
			AM Peak Hour		PM Peak Hour		Midday Peak Hour	
			V/C or [Delay][2]	LOS[3]	V/C or [Delay]	LOS	V/C or [Delay]	LOS
1.	Del Obispo St at Pacific Coast Hwy	TS	0.579	A	0.588	A	0.555	A
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	0.621	B	0.698	B	0.674	B
	HCM Method (Per San Juan Capistrano)	TS	[28.8]	C	[31.2]	C	[29.7]	C
3.	Doheny Park Rd at Victoria Blvd	TS	0.372	A	0.475	A	0.509	A
4.	Doheny Park Rd at Domingo Ave	CSS	[11.0]	B	[12.7]	B	[13.4]	B
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	0.479	A	0.700	B	0.703	C
6.	Doheny Park Rd at Pacific Coast Hwy	TS	0.214	A	0.289	A	0.272	A
7.	Sepulveda Ave at Victoria Blvd	AWS	[9.0]	A	[8.8]	A	[9.1]	A
8.	Sepulveda Ave at Domingo Ave	CSS	[8.9]	A	[9.1]	A	[9.3]	A
9.	Camino Capistrano at Victoria Blvd	CSS	[10.3]	B	[10.4]	B	[9.5]	A
10.	Camino Capistrano at Via Canon	CSS	[10.0]	A	[10.3]	B	[9.9]	A
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	0.253	A	0.297	A	0.250	A
12.	Sepulveda Ave at Project Access	CSS	[9.0]	A	[9.0]	A	[9.2]	A
13.	Project Access at Victoria Blvd	CSS	[9.3]	A	[9.5]	A	[9.4]	A

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Table 5
Existing Plus Project Level of Service Evaluation

ID	Study Intersection	Existing						Existing Plus Project						Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD[3] Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour							
		V/C or [Delay][1]	LOS[2]	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?	Change	Project Deficiency?	Change	Project Deficiency?
1.	Del Obispo St at Pacific Coast Hwy	0.573	A	0.584	A	0.548	A	0.579	A	0.588	A	0.555	A	+0.006	NO	+0.004	NO	+0.007	NO
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	0.607	B	0.686	B	0.655	B	0.621	B	0.698	B	0.674	B	+0.014	NO	+0.012	NO	+0.019	NO
	HCM Method (Per San Juan Capistrano)	[28.0]	C	[29.9]	C	[28.5]	C	[28.8]	C	[31.2]	C	[29.7]	C	+0.8	NO	+1.3	NO	+1.2	NO
3.	Doheny Park Rd at Victoria Blvd	0.342	A	0.437	A	0.457	A	0.372	A	0.475	A	0.509	A	+0.030	NO	+0.038	NO	+0.052	NO
4.	Doheny Park Rd at Domingo Ave	[10.8]	B	[12.1]	B	[12.6]	B	[11.0]	B	[12.7]	B	[13.4]	B	+0.2	NO	+0.6	NO	+0.8	NO
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	0.458	A	0.658	B	0.654	B	0.479	A	0.700	B	0.703	C	+0.021	NO	+0.042	NO	+0.049	NO
6.	Doheny Park Rd at Pacific Coast Hwy	0.211	A	0.279	A	0.261	A	0.214	A	0.289	A	0.272	A	+0.003	NO	+0.010	NO	+0.011	NO
7.	Sepulveda Ave at Victoria Blvd	[8.1]	A	[8.4]	A	[8.2]	A	[9.0]	A	[8.8]	A	[9.1]	A	+0.9	NO	+0.4	NO	+0.9	NO
8.	Sepulveda Ave at Domingo Ave	[8.7]	A	[8.6]	A	[8.7]	A	[8.9]	A	[9.1]	A	[9.3]	A	+0.2	NO	+0.5	NO	+0.6	NO
9.	Camino Capistrano at Victoria Blvd	[10.4]	B	[10.3]	B	[9.4]	A	[10.3]	B	[10.4]	B	[9.5]	A	-0.1	NO	+0.1	NO	+0.1	NO
10.	Camino Capistrano at Via Canon	[10.1]	B	[10.2]	B	[9.8]	A	[10.0]	A	[10.3]	B	[9.9]	A	-0.1	NO	+0.1	NO	+0.1	NO
11.	Camino Las Ramblas at I-5 SB Off-Ramp	0.253	A	0.297	A	0.250	A	0.253	A	0.297	A	0.250	A	+0.000	NO	+0.000	NO	+0.000	NO
12.	Sepulveda Ave at Project Access	-	-	-	-	-	-	[9.0]	A	[9.0]	A	[9.2]	A	+9.0	NO	+9.0	NO	+9.2	NO
13.	Project Access at Victoria Blvd	-	-	-	-	-	-	[9.3]	A	[9.5]	A	[9.4]	A	+9.3	NO	+9.5	NO	+9.4	NO

Notes:

(1) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(2) LOS = Level of Service

(3) MD = Midday

Table 6
Opening Year (2025) Without Project Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	Weekday AM Peak Hour V/C or [Delay][2]	Weekday AM Peak Hour LOS[3]	Weekday PM Peak Hour V/C or [Delay]	Weekday PM Peak Hour LOS	Saturday Midday Peak Hour V/C or [Delay]	Saturday Midday Peak Hour LOS
1.	Del Obispo St at Pacific Coast Hwy	TS	0.681	B	0.682	B	0.672	B
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	0.710	C	0.768	C	0.796	C
	HCM Method (Per San Juan Capistrano)	TS	[49.3]	D	[34.3]	C	[41.4]	D
3.	Doheny Park Rd at Victoria Blvd	TS	0.338	A	0.447	A	0.500	A
4.	Doheny Park Rd at Domingo Ave	CSS	[11.1]	B	[12.7]	B	[13.8]	B
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	0.502	A	0.713	C	0.768	C
6.	Doheny Park Rd at Pacific Coast Hwy	TS	0.224	A	0.294	A	0.279	A
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.1]	A	[8.1]	A	[8.3]	A
8.	Sepulveda Ave at Domingo Ave	CSS	[8.7]	A	[8.7]	A	[8.7]	A
9.	Camino Capistrano at Victoria Blvd	CSS	[10.2]	B	[10.4]	B	[9.5]	A
10.	Camino Capistrano at Via Canon	CSS	[10.2]	B	[10.3]	B	[10.0]	A
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	0.304	A	0.364	A	0.324	A

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Table 7
Opening Year (2025) With Project Level of Service Evaluation

ID	Study Intersection	Opening Year (2025) Without Project						Opening Year (2025) With Project						Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD[3] Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour							
		V/C or [Delay][1]	LOS[2]	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?	Change	Project Deficiency?	Change	Project Deficiency?
1.	Del Obispo St at Pacific Coast Hwy	0.681	B	0.682	B	0.672	B	0.678	B	0.687	B	0.679	B	-0.003	NO	+0.005	NO	+0.007	NO
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	0.710	C	0.768	C	0.796	C	0.715	C	0.777	C	0.815	D	+0.005	NO	+0.009	NO	+0.019	NO
	HCM Method (Per San Juan Capistrano)	[49.3]	D	[34.3]	C	[41.4]	D	[49.8]	D	[36.3]	D	[44.4]	D	+0.5	NO[4]	+2.0	NO[4]	+3.0	NO[4]
3.	Doheny Park Rd at Victoria Blvd	0.338	A	0.447	A	0.500	A	0.368	A	0.485	A	0.552	A	+0.030	NO	+0.038	NO	+0.052	NO
4.	Doheny Park Rd at Domingo Ave	[11.1]	B	[12.7]	B	[13.8]	B	[11.3]	B	[13.3]	B	[14.7]	B	+0.2	NO	+0.6	NO	+0.9	NO
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	0.502	A	0.713	C	0.768	C	0.523	A	0.755	C	0.816	D	+0.021	NO	+0.042	NO	+0.048	NO
6.	Doheny Park Rd at Pacific Coast Hwy	0.224	A	0.294	A	0.279	A	0.225	A	0.303	A	0.291	A	+0.001	NO	+0.009	NO	+0.012	NO
7.	Sepulveda Ave at Victoria Blvd	[8.1]	A	[8.1]	A	[8.3]	A	[9.0]	A	[8.5]	A	[9.2]	A	+0.9	NO	+0.4	NO	+0.9	NO
8.	Sepulveda Ave at Domingo Ave	[8.7]	A	[8.7]	A	[8.7]	A	[8.9]	A	[9.1]	A	[9.4]	A	+0.2	NO	+0.4	NO	+0.7	NO
9.	Camino Capistrano at Victoria Blvd	[10.2]	B	[10.4]	B	[9.5]	A	[10.1]	B	[10.5]	B	[9.5]	A	-0.1	NO	+0.1	NO	+0.0	NO
10.	Camino Capistrano at Via Canon	[10.2]	B	[10.3]	B	[10.0]	A	[10.2]	B	[10.5]	B	[10.1]	B	+0.0	NO	+0.2	NO	+0.1	NO
11.	Camino Las Ramblas at I-5 SB Off-Ramp	0.304	A	0.364	A	0.324	A	0.289	A	0.364	A	0.324	A	-0.015	NO	+0.000	NO	+0.000	NO
12.	Sepulveda Ave at Project Access	-	-	-	-	-	-	[9.0]	A	[9.0]	A	[9.2]	A	+9.0	NO	+9.0	NO	+9.2	NO
13.	Project Access at Victoria Blvd	-	-	-	-	-	-	[9.3]	A	[9.6]	A	[9.5]	A	+9.3	NO	+9.6	NO	+9.5	NO

Notes:

(1) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(2) LOS = Level of Service

(3) MD = Midday

(4) The addition of project-generated trips is not forecast to cause the intersection to deteriorate from Level of Service D (or better).

Table 8
Year 2045 Without Project Intersection Levels of Service

ID	Study Intersection	Traffic Control[1]	Weekday				Saturday	
			AM Peak Hour		PM Peak Hour		Midday Peak Hour	
			V/C or [Delay][2]	LOS[3]	V/C or [Delay]	LOS	V/C or [Delay]	LOS
1.	Del Obispo St at Pacific Coast Hwy	TS	0.773	C	0.746	C	0.753	C
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	0.803	D	0.897	D	0.936	E
	HCM Method (Per San Juan Capistrano)	TS	[62.4]	E	[48.2]	D	[56.6]	E
3.	Doheny Park Rd at Victoria Blvd	TS	0.382	A	0.495	A	0.518	A
4.	Doheny Park Rd at Domingo Ave	CSS	[11.8]	B	[13.6]	B	[14.4]	B
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	0.703	C	0.788	C	0.811	D
6.	Doheny Park Rd at Pacific Coast Hwy	TS	0.251	A	0.310	A	0.294	A
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.2]	A	[8.2]	A	[8.4]	A
8.	Sepulveda Ave at Domingo Ave	CSS	[8.7]	A	[8.7]	A	[8.8]	A
9.	Camino Capistrano at Victoria Blvd	CSS	[10.5]	B	[10.5]	B	[9.7]	A
10.	Camino Capistrano at Via Canon	CSS	[10.4]	B	[10.5]	B	[10.1]	B
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	0.346	A	0.505	A	0.433	A

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service

Table 9
Year 2045 With Project Level of Service Evaluation

ID	Study Intersection	Year 2045 Without Project						Year 2045 With Project						Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD[3] Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour							
		V/C or [Delay][1]	LOS[2]	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?	Change	Project Deficiency?	Change	Project Deficiency?
1.	Del Obispo St at Pacific Coast Hwy	0.773	C	0.746	C	0.753	C	0.778	C	0.751	C	0.759	C	+0.005	NO	+0.005	NO	+0.006	NO
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	0.803	D	0.897	D	0.936	E	0.812	D	0.906	E	0.955	E	+0.009	NO	+0.009	SJC[4]	+0.019	SJC[5]
	HCM Method (Per San Juan Capistrano)	[62.4]	E	[48.2]	D	[56.6]	E	[64.0]	E	[51.7]	D	[60.7]	E	+1.6	SJC[5]	+3.5	NO	+4.1	SJC[5]
	With Improvements (ICU)	0.743	C	0.772	C	0.744	C	0.751	C	0.779	C	0.751	C	+0.008	NO	+0.007	NO[3]	+0.007	NO[3]
	With Improvements (HCM)	[29.6]	C	[27.4]	C	[24.1]	C	[30.0]	C	[27.8]	C	[24.2]	C	+0.4	NO[3]	+0.4	NO[3]	+0.1	NO[3]
3.	Doheny Park Rd at Victoria Blvd	0.382	A	0.495	A	0.518	A	0.416	A	0.533	A	0.571	A	+0.034	NO	+0.038	NO	+0.053	NO
4.	Doheny Park Rd at Domingo Ave	[11.8]	B	[13.6]	B	[14.4]	B	[12.1]	B	[14.4]	B	[15.4]	C	+0.3	NO	+0.8	NO	+1.0	NO
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	0.703	C	0.788	C	0.811	D	0.714	C	0.830	D	0.860	D	+0.011	NO	+0.042	NO	+0.049	NO
6.	Doheny Park Rd at Pacific Coast Hwy	0.251	A	0.310	A	0.294	A	0.254	A	0.319	A	0.304	A	+0.003	NO	+0.009	NO	+0.010	NO
7.	Sepulveda Ave at Victoria Blvd	[8.2]	A	[8.2]	A	[8.4]	A	[8.9]	A	[8.6]	A	[9.3]	A	+0.7	NO	+0.4	NO	+0.9	NO
8.	Sepulveda Ave at Domingo Ave	[8.7]	A	[8.7]	A	[8.8]	A	[8.9]	A	[9.3]	A	[9.6]	A	+0.2	NO	+0.6	NO	+0.8	NO
9.	Camino Capistrano at Victoria Blvd	[10.5]	B	[10.5]	B	[9.7]	A	[10.4]	B	[10.6]	B	[9.8]	A	-0.1	NO	+0.1	NO	+0.1	NO
10.	Camino Capistrano at Via Canon	[10.4]	B	[10.5]	B	[10.1]	B	[10.3]	B	[10.7]	B	[10.2]	B	-0.1	NO	+0.2	NO	+0.1	NO
11.	Camino Las Ramblas at I-5 SB Off-Ramp	0.346	A	0.505	A	0.433	A	0.346	A	0.505	A	0.433	A	+0.000	NO	+0.000	NO	+0.000	NO
12.	Sepulveda Ave at Project Access	-	-	-	-	-	-	[9.0]	A	[9.0]	A	[9.2]	A	+9.0	NO	+9.0	NO	+9.2	NO
13.	Project Access at Victoria Blvd	-	-	-	-	-	-	[9.5]	A	[9.6]	A	[9.5]	A	+9.5	NO	+9.6	NO	+9.5	NO

Notes:

(1) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(2) LOS = Level of Service

(3) MD = Midday

(4) The addition of project-generated trips is not forecast to cause the intersection to deteriorate from Level of Service D (or better) to Level of Service E AND increase V/C by 0.010 OR increase delay by 2.0 seconds for Existing Plus Project conditions minus Existing conditions. See Table 10 for project impact and cumulative impact evaluation based on Existing and Existing Plus Project change.

(5) See Table 10 for project impact and cumulative impact evaluation based on San Juan Capistrano TS Policy 310 (May 22, 2020).

Table 10
City of San Juan Capistrano Level of Service and Impact Evaluation

ID	Study Intersection	Existing						Existing Plus Project						Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
		AM Peak Hour		PM Peak Hour		Saturday MD[3] Peak Hour		AM Peak Hour		PM Peak Hour		Saturday MD Peak Hour							
		V/C or [Delay][1]	LOS[2]	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?	Change	Project Deficiency?	Change	Project Deficiency?
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	0.607	B	0.686	B	0.655	B	0.621	B	0.698	B	0.674	B	+0.014	NO	+0.012	NO	+0.019	NO
	HCM Method (Per San Juan Capistrano)	[28.0]	C	[29.9]	C	[28.5]	C	[28.8]	C	[31.2]	C	[29.7]	C	+0.8	NO	+1.3	NO	+1.2	NO

ID	Study Intersection	Year 2045 Without Project						Year 2045 With Project						Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour							
		V/C or [Delay][1]	LOS[2]	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Cumulative Deficiency?	Change	Cumulative Deficiency?	Change	Cumulative Deficiency?
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	0.803	D	0.897	D	0.936	E	0.812	D	0.906	E	0.955	E	+0.014	NO[4]	+0.012	YES	+0.019	YES
	HCM Method (Per San Juan Capistrano)	[62.4]	E	[48.2]	D	[56.6]	E	[64.0]	E	[51.7]	D	[60.7]	E	+0.8	NO[5]	+1.3	NO[4]	+1.2	NO[5]
	With Improvements (ICU)	0.743	C	0.772	C	0.744	C	0.751	C	0.779	C	0.751	C		NO		NO[4]		NO[4]
	With Improvements (Delay)	[29.6]	C	[27.4]	C	[24.1]	C	[30.0]	C	[27.8]	C	[24.2]	C		NO[4]		NO[4]		NO[4]

Notes:

(1) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(2) LOS = Level of Service

(3) MD = Midday

(4) The addition of project-generated trips is not forecast to cause the intersection to deteriorate from Level of Service D (or better).

(5) The addition of project-generated trips is not forecast to cause the intersection to deteriorate from Level of Service D (or better) to Level of Service E AND increase V/C by 0.010 OR increase delay by 2.0 seconds for Existing Plus Project conditions minus Existing conditions based on San Juan Capistrano TS Policy 310, (May 22, 2020).

Table 11
Project Fair Share Cost and Trip Contribution Percentages

ID	Study Intersection	Estimated Construction Cost[1]	Peak Hour	Peak Hour Volume					Project % at Intersection [2]	Project Fair Share Cost
				Existing	Year 2045 With Project	Project Trips[5]	New Trips	Project % of New Trips		
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	$535,000	AM	3,327	4,310	66	983	6.7%	6.7%	$35,921 [3]
			PM	4,086	5,195	60	1,109	5.4%		
12.	Sepulveda Ave at Project Access		AM	36	167	121	131	92.4%	94.5%	NA [4]
			PM	36	199	154	163	94.5%		
13.	Project Access at Victoria Blvd		AM	212	244	22	32	68.8%	68.8%	NA [4]
			PM	251	286	11	35	31.4%		
Total		$535,000								$35,921

Notes:

(1) Construction cost estimate to be verified by bid or through agreement with the City regarding signal improvement or signing and striping costs.

(2) Project share of new trips shown are the greater of the AM or PM percent contribution.

(3) Project related fair-share contribution to to provide improvements for cummulative impacts per the City of San Juan Capistrano TS Policy 310 Section I-3C.

(4) Improvements to Victoria Boulevard and Sepulveda Avenue adjacent to the property frontage and at project access intersections will be funded and/or constructed by the applicant.

7. CONGESTION MANAGEMENT PROGRAM (CMP)

This section provides analysis of the project related Level of Service deficiencies at County facilities in accordance with typical Orange County Congestion Management Program requirements.

CMP ANALYSIS REQUIREMENTS

The Orange County *2019 Congestion Management Program* (CMP), Appendix B-1, Section 4, provides guidelines for report thresholds that:

> "In order to assure that the CMP Program meets its objectives of linking land use decisions with the adequate evaluation of impacts related to those decisions, traffic impact analyses must often be undertaken. There are a number of essential elements which should be included in traffic impact analyses (TIA) used to support the program. Many local jurisdictions already employ development review processes which will be adequate for addressing CMP requirements. For those jurisdictions wishing technical guidance in carrying out the analysis of Level of Service deficiencies on the CMP Highway System, this section offers an appropriate TIA methodology."

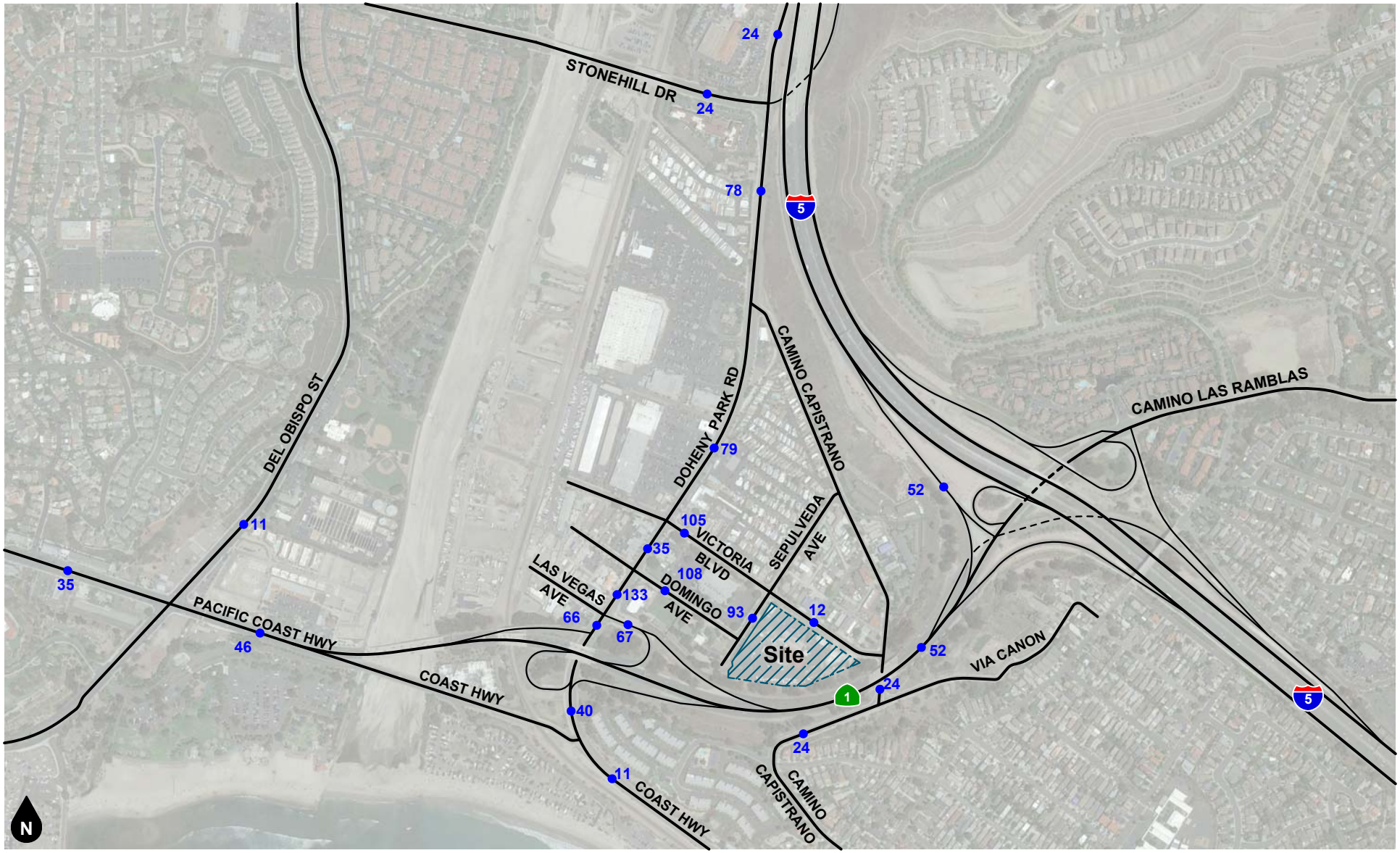
Furthermore, the Orange County CMP states that the study area for CMP TIA must include the following:

- Projects with the potential to create an impact of more than 3% of LOS "E" capacity on CMP Highway system links should require a TIA.
- All projects generating 2,400 or more daily trips should require a TM for CMP evaluation.
- If a project will have direct access to a CMP link, "the project daily trip generation" threshold should be reduced to 1,600 or more daily trips.
- A TIA should not be required again if one has already been performed for the project as part of an earlier development approval which takes the impact on the CMP Highway System into account.
- If a TIA is required only for CMP purposes, the study area would end when traffic falls below three percent of capacity on individual roadway links. If the TIA is also required for other purposes, additional analysis can be required by the local jurisdiction based on engineering judgment or local regulation as applicable.
- Level of Service E or better is generally acceptable on the Congestion Management Network, unless the existing level of service is lower that E in which case an impact is considered significant if the cumulative increase in the volume to capacity ratio equals 0.10.

TRIP CONTRIBUTION

Orange County CMP derivation of thresholds for projects requiring traffic impact analysis based on a peak-hour basis, the 3% level of impact of CMP Highway system links would be 120 peak-hour trips; and the 3% level of impact of intersections, with the critical volume (1,700 vehicle/hour), would be 51 vehicles per hour.

The project weekday PM peak hour (which is greater than the AM peak hour) trip contribution, on the study area roadways, is shown on Figure 45. As shown on Figure 45, the project is forecast to contribute fewer than 51 weekday peak hour trips or 120 or more weekday peak hour trips to a mainline freeway monitoring location. Therefore, a Congestion Management Program impact analysis is not required for this project.



Legend

●## Weekday PM Peak Hour Volumes

Figure 45
Project Trip Contribution

8. STATE HIGHWAY ANALYSIS

This section summarizes the State highway intersection Levels of Service for the previously analyzed scenarios. Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix G.

STATE HIGHWAY ANALYSIS METHODOLOGY

As previously noted in the "Methodology" section, the technique used to assess the performance of intersections with Caltrans jurisdiction is the intersection delay methodology based on procedures outlined in Highway Capacity Manual (Transportation Research Board, 6th Edition). See the Methodology section for additional details.

As stated in the *Guide for the Preparation of Traffic Impact Studies* (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities, except for locally designated "Traffic Operations Hot Spots" which may operate up to Level of Service E.

Based on the Caltrans-established performance standards, a project-related deficiency is defined to occur if the addition of project generated trips is forecast to cause the performance of a State highway study intersection to change from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F), except at locally designated "Traffic Operations Hot Spots" which may operate up to Level of Service E.

INTERSECTION LEVEL OF SERVICE SUMMARY

Table 12 shows the intersection Level of Service summary at the State Highway study locations.

As shown in Table 12, the State highway study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Year 2045 conditions, except for the following study intersection that is forecast to operate at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 Without Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvement described below:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

- Restripe the northbound approach (and southbound approach, as necessary) to accommodate two northbound left turn lanes
- Change north-south signal operation from split phasing to protected left-turn phasing
- Install eastbound right turn overlap signal phasing

For Year 2045 With Project conditions, the study intersections are forecast to continue operating within acceptable Levels of Service (D or better) during the peak hours with implementation of the previously identified improvements.

Therefore, the proposed project is forecast to result in no project related Level of Service deficiencies at the State highway study intersections based on the Caltrans-established performance standards with implementation of the previously identified improvements.

Table 12
State Highway Intersection Levels of Service Summary

ID	Study Intersection	Traffic Control[1]	Existing						Existing Plus Project					
			Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD[4] Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	28.0	C	29.9	C	28.5	C	28.8	C	31.2	C	29.7	C
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	19.0	B	23.2	C	22.1	C	19.1	B	25.4	C	24.7	C
6.	Doheny Park Rd at Pacific Coast Hwy	TS	9.3	A	11.5	B	12.7	B	9.6	A	12.2	B	13.4	B
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	11.4	B	14.5	B	11.1	B	11.4	B	14.5	B	11.1	B

ID	Study Intersection	Traffic Control[1]	Opening Year (2025) Without Project						Opening Year (2025) With Project					
			Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	49.3	D	34.3	C	41.4	D	49.8	D	36.3	D	44.4	D
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	20.4	C	25.8	C	30.1	C	20.7	C	28.7	C	36.3	D
6.	Doheny Park Rd at Pacific Coast Hwy	TS	9.4	A	11.5	B	12.5	B	9.7	A	12.1	B	13.2	B
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	11.0	B	14.4	B	10.7	B	11.0	B	14.4	B	10.7	B

ID	Study Intersection	Traffic Control[1]	Year 2045 Without Project						Year 2045 With Project					
			Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour		Saturday MD Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS[3]	Delay[2]	LOS
2.	Camino Capistrano at Stonehill Dr/I-5 NB On-Ramp	TS	62.4	E	48.2	D	56.6	E	64.0	E	51.7	D	60.7	E
	With Improvements	TS	29.6	C	27.4	C	24.1	C	30.0	C	27.8	C	24.2	C
5.	Doheny Park Rd at Las Vegas Ave/SR-1 NB Ramps	TS	23.7	C	30.2	C	32.6	C	24.2	C	35.5	D	42.8	D
6.	Doheny Park Rd at Pacific Coast Hwy	TS	11.0	B	11.7	B	12.9	B	11.2	B	12.3	B	13.5	B
11.	Camino Las Ramblas at I-5 SB Off-Ramp	TS	10.0	A	15.8	B	12.7	B	10.0	A	15.8	B	12.7	B

Notes:

(1) TS = Traffic Signal

(2) Delay is shown in seconds per vehicle. For intersections with traffic signal control, overall average intersection delay and LOS are shown.

(3) LOS = Level of Service

(4) MD = Midday

9. FOCUSED SUNDAY PEAK HOUR ANALYSIS

Detailed intersection Level of Service calculation worksheets for the Sunday mid-day peak hour operational analysis scenarios are provided in Appendix H.

FOCUSED STUDY AREA

Based on the proximity to two nearby churches (Capo Beach Church and San Felipe de Jesus Catholic Church), a focused analysis of Sunday peak hour operations has been performed for the peak period between 8:00 AM and 12:00 PM for the following study area intersections.

Sunday Study Intersections[5]		Jurisdiction
3.	Doheny Park Road (NS) at Victoria Boulevard (EW)	Dana Point
4.	Doheny Park Road (NS) at Domingo Avenue (EW)	Dana Point
7.	Sepulveda Avenue (NS) at Victoria Boulevard (EW)	Dana Point
8.	Sepulveda Avenue (NS) at Domingo Avenue (EW)	Dana Point

Existing Sunday peak hour intersection turning movement volumes are based on turning movement counts obtained in December 2019 during typical Sunday conditions. Sunday counts were conducted between 8:00 AM and 12:00 PM. Figure 46 shows the existing Sunday mid-day peak hour intersection turning movement volumes.

PROJECT TRIP ASSIGNMENT

Figure 47 shows project Sunday mid-day peak hour intersection turning movement volumes based on the trip generation and distribution patterns previously shown Section 4 - Project Trip Forecasts.

FUTURE VOLUME FORECAST

To assess Existing Plus Project Sunday conditions, existing roadway volumes were combined with project-generated trips. Existing Plus Project Sunday mid-day peak hour intersection turning movement volumes are shown on Figure 48.

To assess for Opening Year (2025) Sunday conditions, existing roadway volumes were combined with ambient growth, other development trips, and project trips Figure 49 shows the other development Sunday mid-day peak hour intersection turning movement volumes. Figure 50 and Figure 51 show Sunday mid-day peak hour intersection turning movement volumes Opening Year (2025) Without Project and With Project, respectively.

For Year 2045 Sunday conditions, future volumes were developed by applying a growth factor to existing Sunday volumes. A weighted growth rate of 1.188 was derived from existing conditions and Year 2045 OCTAM forecasts for Saturday conditions. Figure 52 and Figure 53 show Sunday mid-day peak hour intersection turning movement volumes for Year 2045 Without and With Project, respectively.

INTERSECTION LEVELS OF SERVICE

Table 13 shows the intersection Levels of Service for Existing Year 2020, Opening Year (2025), and Year 2045 without and with project conditions.

[5] (NS) = North-South roadway; (EW) = East-West roadway; NB = Northbound; SB = Southbound

Existing Plus Project

As shown in Table 13 the focus area study intersections are forecast to operate at Levels of Service C or better during the Sunday mid-day peak hour for Existing and Existing Plus Project conditions.

As also shown in Table 13, the proposed project is forecast to result in no project related Level of Service deficiencies at the focus area study intersections for Existing Plus Project during Sunday peak hour conditions.

Opening Year (2025)

As shown in Table 13, the focus area study intersections are forecast to operate at Levels of Service C or better during the Sunday mid-day peak hour for Opening Year (2025) Without Project conditions and Opening Year (2025) With Project conditions.

As also shown in Table 13, the proposed project is forecast to result in no project related Level of Service deficiencies at the focus area study intersections for Opening Year (2025) With Project during Sunday peak hour conditions.

Year 2045

As shown in Table 13, the project driveways are forecast to operate within acceptable Levels of Service C or better during the Sunday mid-day peak hour for Year 2045 without and with Project conditions.

As also shown in Table 13, the proposed project is forecast to result in no project related Level of Service deficiencies at the focus area study intersections for Year 2045 With Project during Sunday peak hour conditions.

Table 13
Focused Sunday Peak Hour Analysis Summary

ID	Study Intersection	Traffic Control[1]	Existing		Existing Plus Project		Sunday Midday Peak Hour	
			Sunday Midday Peak Hour		Sunday Midday Peak Hour			
			V/C or [Delay][2]	LOS[3]	V/C or [Delay]	LOS	Change	Project Deficiency?
3.	Doheny Park Rd at Victoria Blvd	TS	0.400	A	0.462	A	+0.062	NO
4.	Doheny Park Rd at Domingo Ave	CSS	[13.7]	B	[15.0]	B	+1.3	NO
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.5]	A	[10.1]	B	+1.6	NO
8.	Sepulveda Ave at Domingo Ave	CSS	[9.7]	A	[11.1]	B	+1.4	NO
12.	Sepulveda Ave at Project Access	CSS	-		[10.3]	B	+10.3	NO
13.	Project Access at Victoria Blvd	CSS	-		[8.6]	A	+8.6	NO

ID	Study Intersection	Traffic Control[1]	Opening Year (2025) Without Project		Opening Year (2025) With Project		Sunday Midday Peak Hour	
			Sunday Midday Peak Hour		Sunday Midday Peak Hour			
			V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?
3.	Doheny Park Rd at Victoria Blvd	TS	0.454	A	0.518	A	+0.064	NO
4.	Doheny Park Rd at Domingo Ave	CSS	[15.4]	C	[17.1]	C	+1.7	NO
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.7]	A	[10.5]	B	+1.8	NO
8.	Sepulveda Ave at Domingo Ave	CSS	[9.7]	A	[11.2]	B	+1.5	NO
12.	Sepulveda Ave at Project Access	CSS	-		[10.3]	B	+10.3	NO
13.	Project Access at Victoria Blvd	CSS	-		[8.6]	A	+8.6	NO

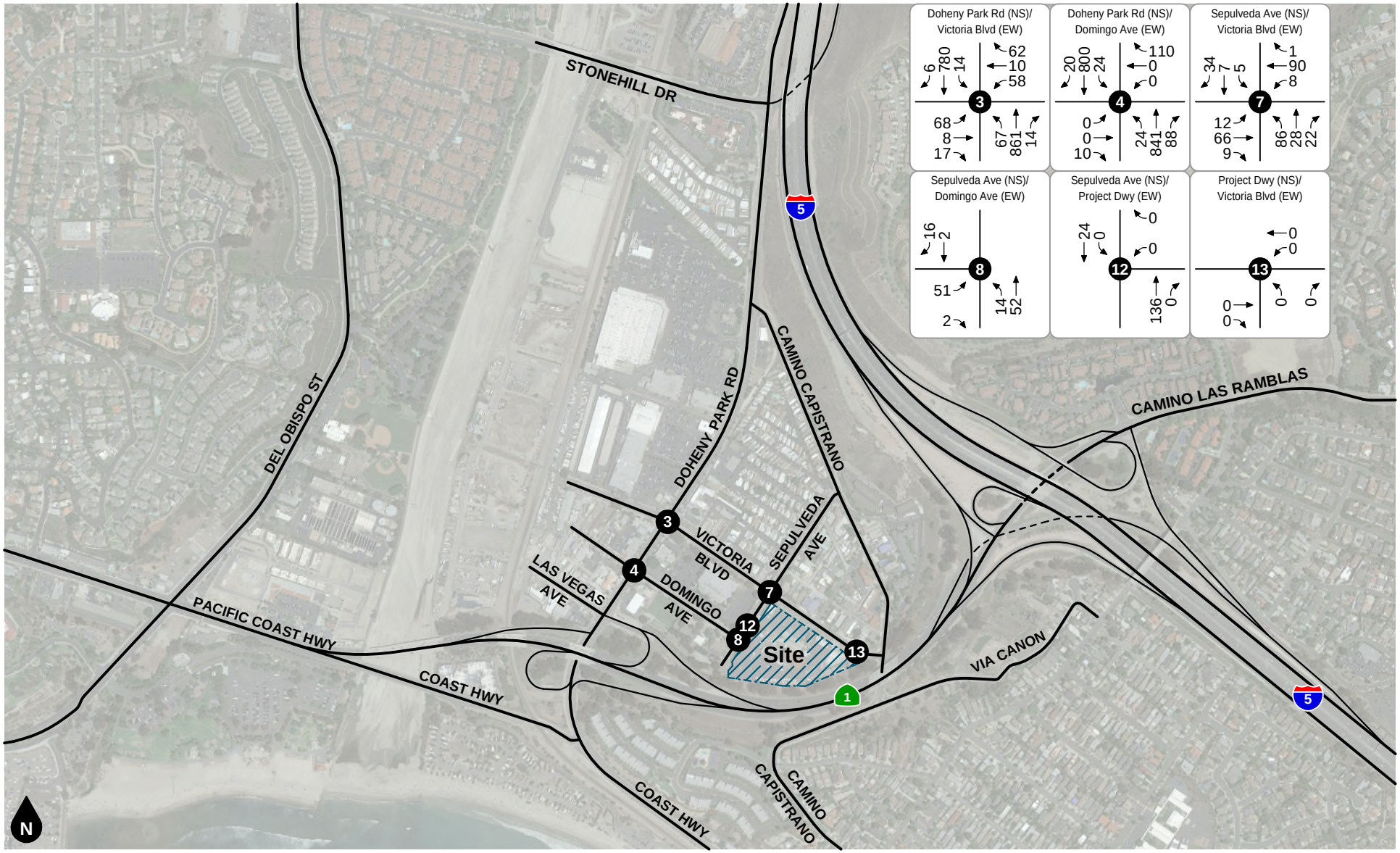
ID	Study Intersection	Traffic Control[1]	Year (2045) Without Project		Year (2045) WithProject		Sunday Midday Peak Hour	
			Sunday Midday Peak Hour		Sunday Midday Peak Hour			
			V/C or [Delay]	LOS	V/C or [Delay]	LOS	Change	Project Deficiency?
3.	Doheny Park Rd at Victoria Blvd	TS	0.467	A	0.529	A	+0.062	NO
4.	Doheny Park Rd at Domingo Ave	CSS	[16.2]	C	[18.1]	C	+1.9	NO
7.	Sepulveda Ave at Victoria Blvd	AWS	[8.9]	A	[10.9]	B	+2.0	NO
8.	Sepulveda Ave at Domingo Ave	CSS	[9.9]	A	[11.6]	B	+1.7	NO
12.	Sepulveda Ave at Project Access	CSS	-	-	[10.5]	B	+10.5	NO
13.	Project Access at Victoria Blvd	CSS	-	-	[8.6]	A	+8.6	NO

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) Volume/Capacity (V/C) is shown at non-State highway signalized intersections. Delay is shown in [seconds/vehicle] at State highway and unsignalized intersections. For intersections with traffic signal or all way stop control, overall average intersection control delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).

(3) LOS = Level of Service



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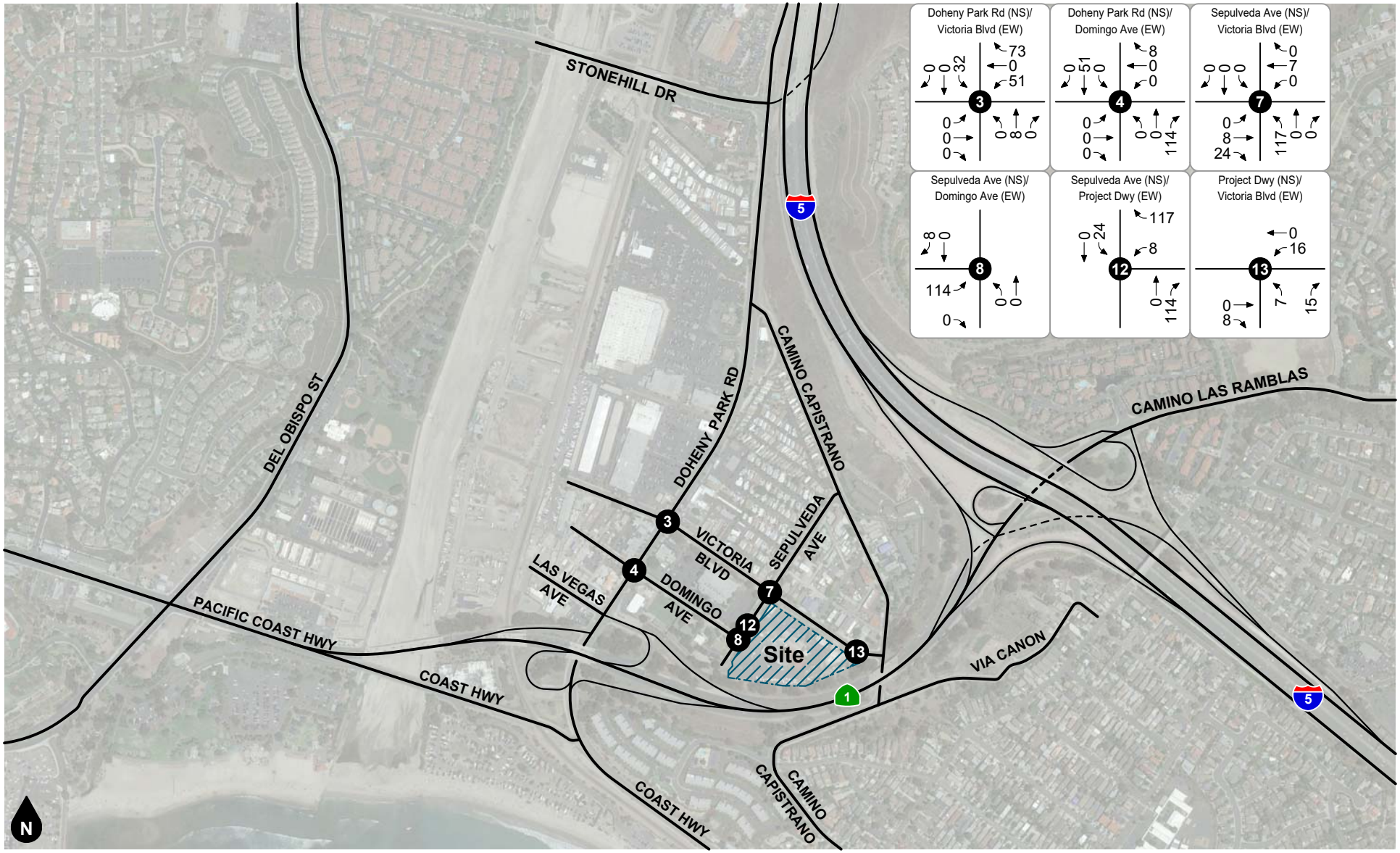
Study Intersection

Figure 46
Existing
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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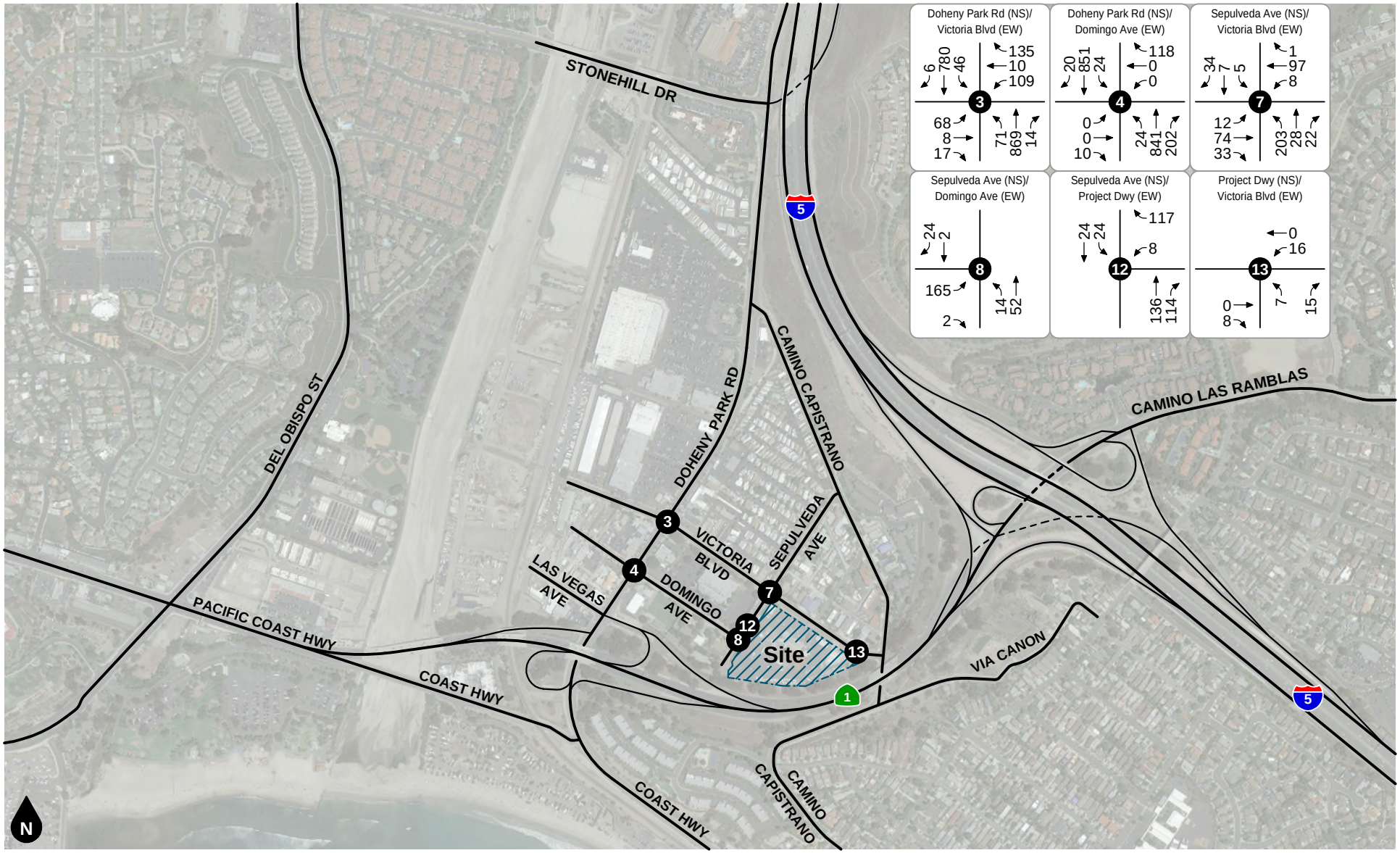
(#) Study Intersection

Figure 47
Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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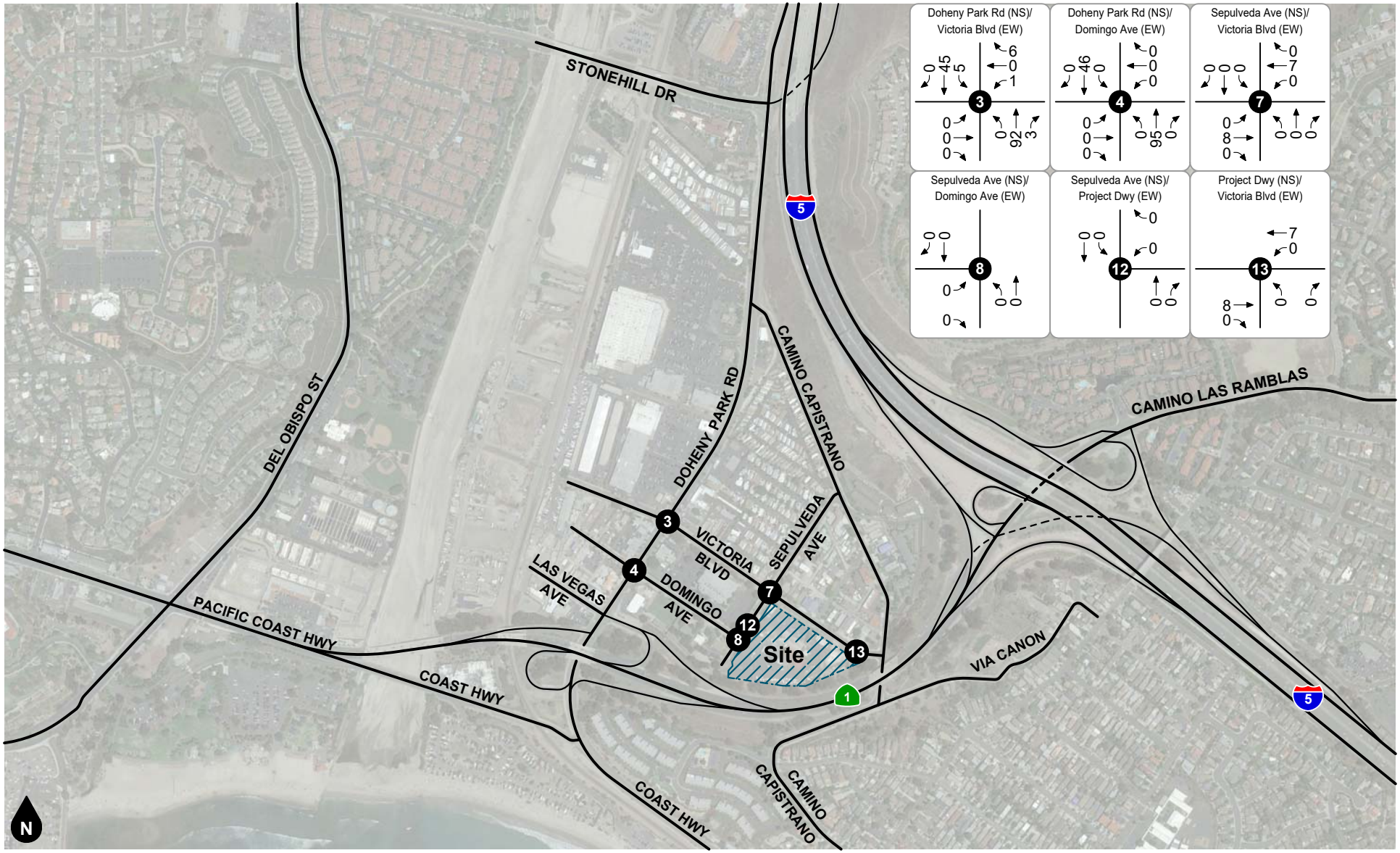
Study Intersection

Figure 48
Existing Plus Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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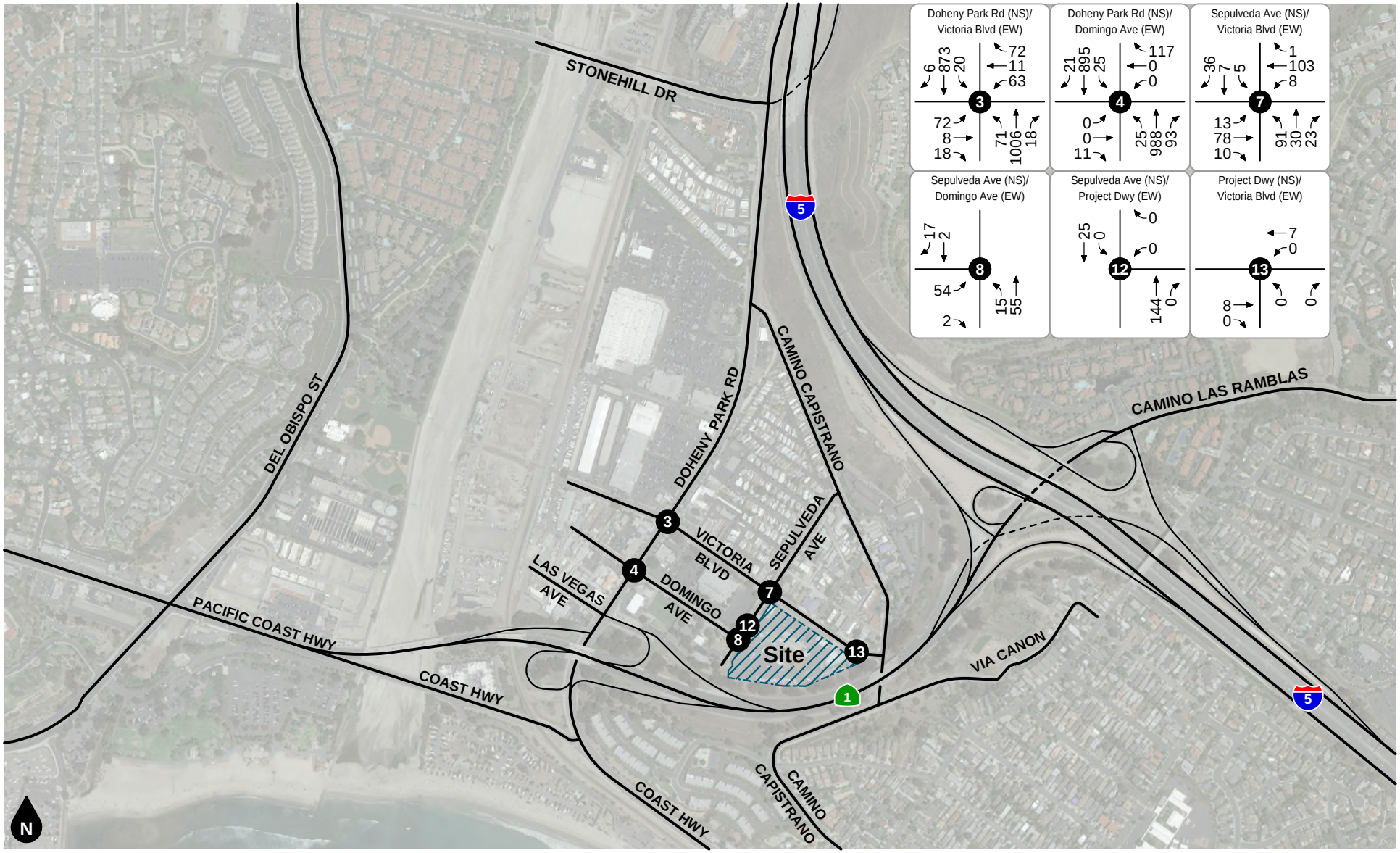
(#) Study Intersection

Figure 49
Other Development
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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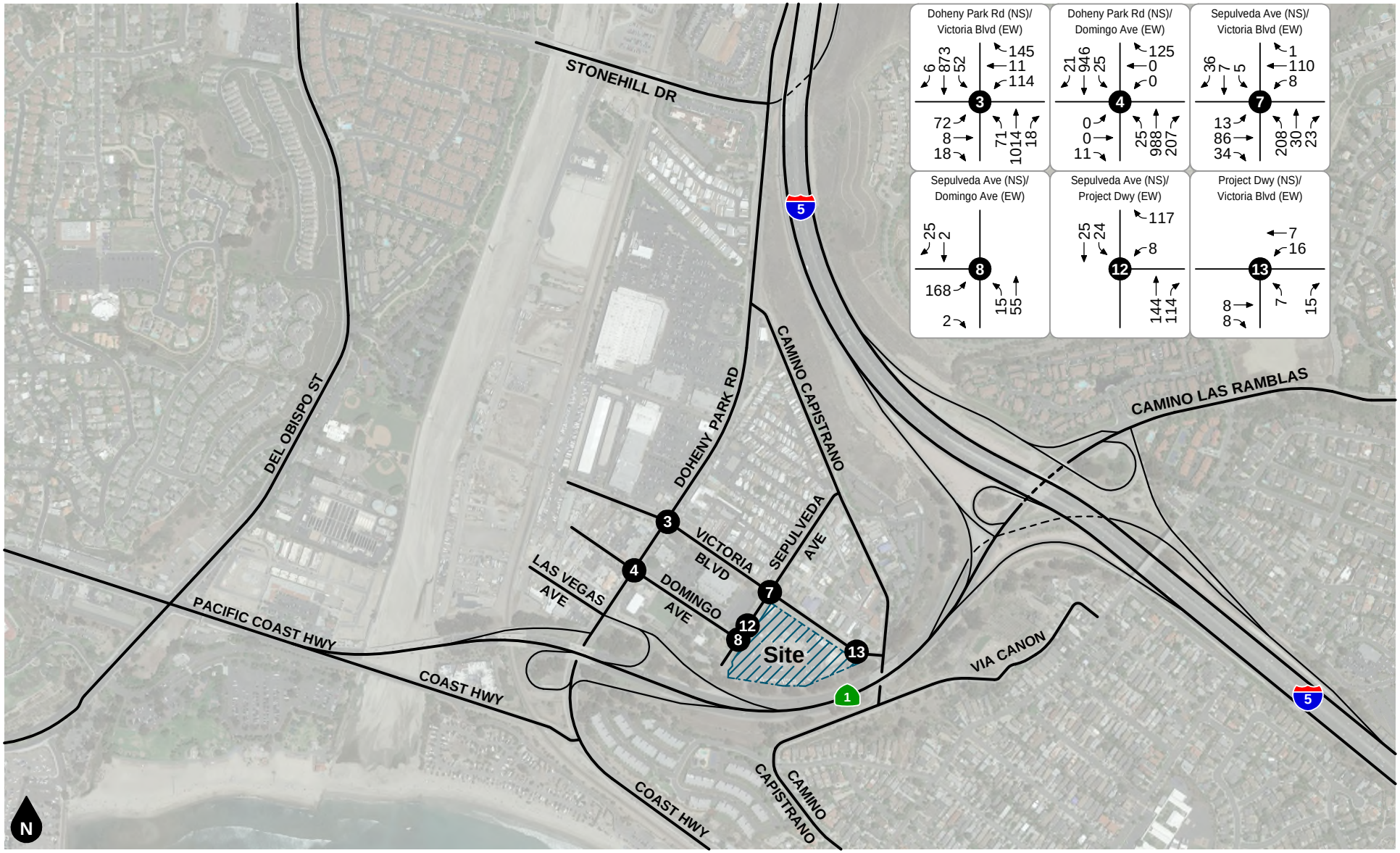
Study Intersection

Figure 50
Opening Year (2025) Without Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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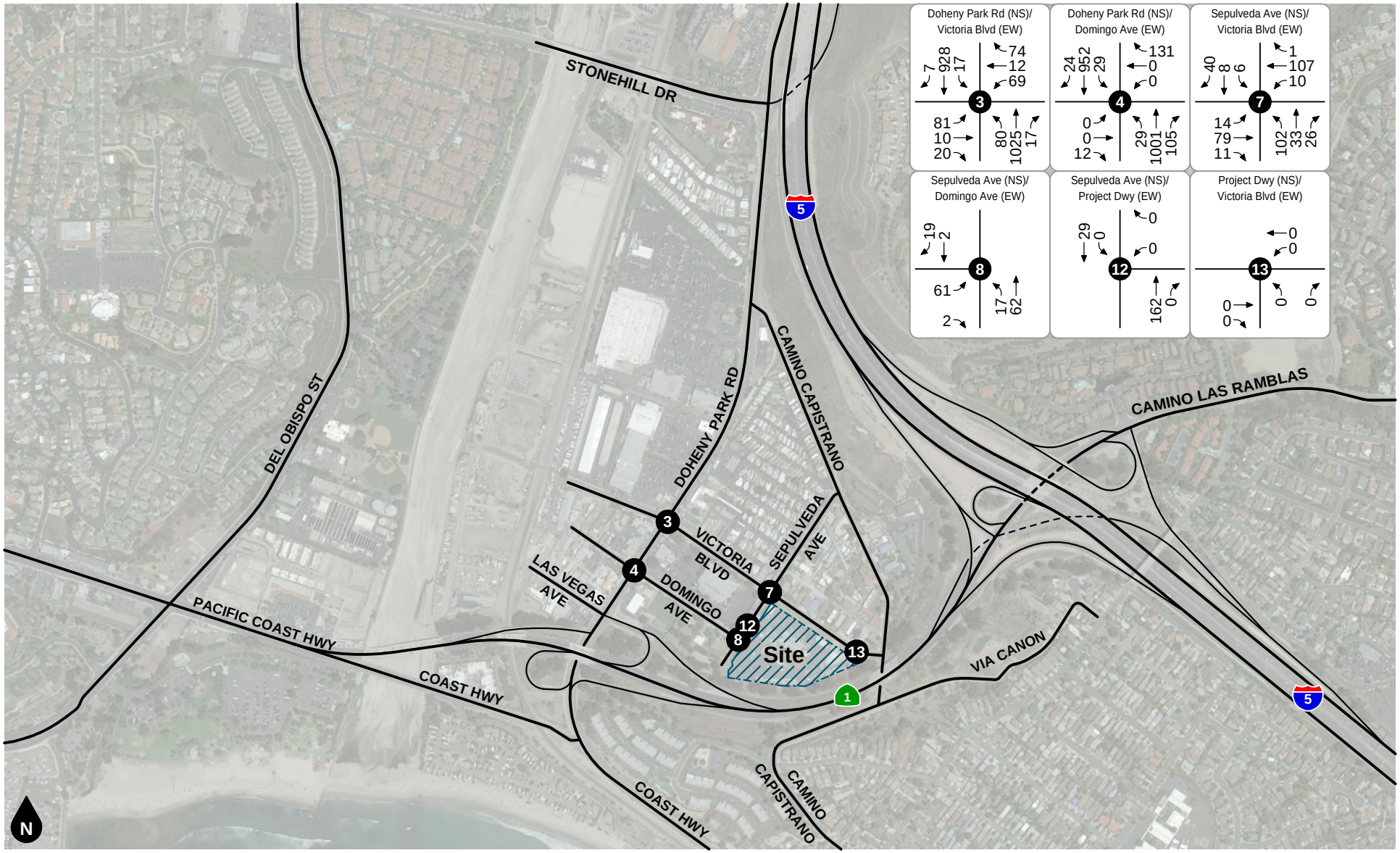
Study Intersection

Figure 51
Opening Year (2025) With Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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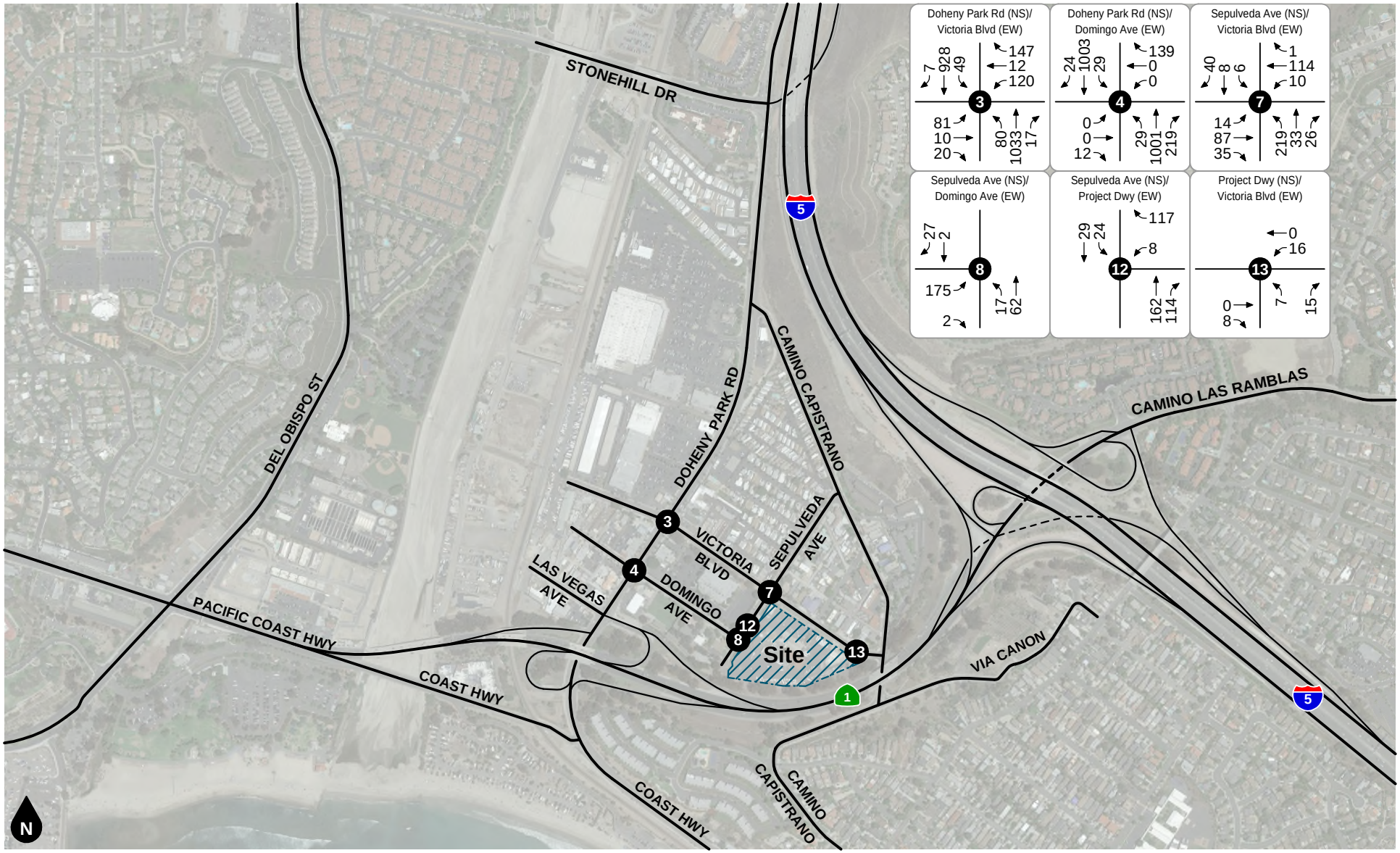
Study Intersection

Figure 52
Year 2045 Without Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes



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Study Intersection

Figure 53
Year 2045 With Project
Sunday Midday Peak Hour Intersection Turning Movement Volumes

10. SITE ACCESS & CIRCULATION

The proposed project will provide one full access driveway at Sepulveda Avenue, one full access driveway Victoria Boulevard, and one emergency vehicle access only driveway at southern end of Sepulveda Avenue.

PROJECT DESIGN FEATURES

This analysis assumes the following improvements will be constructed by the project to provide project site access:

Sepulveda Avenue at Project Driveway - #12

- Install westbound stop control.
- Construct the westbound approach to provide one shared left/right turn lane.

Project Driveway at Victoria Boulevard - #13

- Install northbound stop control.
- Construct the northbound approach to consist of one shared left/right turn lane.

This analysis also assumes the project shall comply with the following conditions as part of the City of Dana Point standard development review process:

- A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

- All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards and to the satisfaction of the City of Dana Point.

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Dana Point.

- Adequate off-street parking shall be provided to the satisfaction of City of Dana Point based on supporting parking and density analysis prepared for the project.

- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Dana Point/California Department of Transportation sight distance standards.

ON-SITE CIRCULATION AND SIGHT DISTANCE

On-site circulation patterns and sight distance requirements are illustrated on Figure 54. The Sepulveda Avenue access would provide access for resident and visitor vehicles. The Victoria Boulevard access would provide access for resident and service vehicles. As illustrated on Figure 54, upon entering from the Sepulveda Avenue access, visitors would continue straight into the visitor parking area and residents would turn left to access the resident only gate.

Considerations for stopping sight distance are also illustrated on Figure 54. Based on the *Highway Design Manual* (California Department of Transportation, July 2018), the stopping sight distance for a 25 mile per hour design speed is 150 feet. At the proposed Victoria Avenue driveway, there is only approximately 114 feet of sight distance available before reaching the intersection at Camino Capistrano. Assuming vehicles turning from the intersection on Victoria Boulevard are travelling at approximately 15 miles per hour, the necessary stopping sight distance is 100 feet; therefore, adequate stopping sight distance appears to be provided.

The final grading, landscaping, and street improvement plans should demonstrate that line of sight is substantially maintained; this may include limiting landscaping or on-street parking adjacent to the project driveways.

GATE STACKING

Residential gate stacking evaluation has been performed based on County of Orange Standard Plan 1107 requirements, which states that there should be one foot of stacking for each dwelling unit. When two or more gated access points are provided, the number of residential dwelling units served by each access should be estimated.

This standard was originally developed for gated entries staffed by a guard. With technological advancements, residents are typically provided with remote gate operating devices so that they do not have to stop and speak with a guard, swipe a card, or punch a code. Therefore, gate stacking is primarily associated with visitors who would have to stop at a guard shack or call box. Since guest parking typically accounts for approximately 10 to 20 percent of the total parking supply, the length of the visitor lane is conservatively estimated on the higher end as 20 percent of the stacking required, but in no case should the visitor lane be less than two car lengths.

A turn around should be provided for vehicles that are turned away at the gate. The turnaround should have a minimum radius of 38 feet to accommodate trucks and passenger vehicles. Where it is not possible, a minimum radius of 30 feet may be considered, on a case-by-case basis. Exceptions to this rule of providing a turnaround are as follows:

- When all visitor parking is provided outside of the gates and vacant striped-out stalls are provided for turning around at the dead end.

- When all visitor parking is provided at a completely separate location.

- When the parking structure is for residents only, and the gate is situated very close to the street with signage “Residents Only” and the signage depicts where visitors should enter and if a call box is available for a visitor to use to contact the manager and the manager could open the gate to allow the visitor inside the site to turn around.

Table 14 shows the residential gate stacking analysis. A resident only access gate is proposed at the bottom of the ramp between the ground level parking area and level two resident only parking. A second access gate is proposed at Victoria Boulevard for residents and service vehicles. All visitors will enter from the primary access at Sepulveda Avenue. As shown in Table 14, since residents will utilize remotes to operate the gates, no stacking length is necessary for the resident only gate at the bottom of the ramp to/from the second level. Upon entering from Sepulveda Avenue, access to the visitor parking area is uncontrolled and therefore does not require any stacking length. The Victoria Boulevard gate is estimated to require 25 feet of stacking length to accommodate one service vehicle.

Based on the current project site plan and County of Orange standards, it appears the required stacking lengths can be accommodated on-site without backing into the public right-of-way and adequate turn around areas are provided in front of the gates.

Figure 55 illustrates the circulation recommendations. As illustrated on Figure 55, "Do Not Enter" directional signage and/or one-way pavement markings should be provided at the Sepulveda entry area to ensure exiting visitor vehicles do not unintentionally enter the inbound driveway lane.

VEHICLE TURNING PATH

Vehicle turning path diagrams for both inbound and outbound vehicle movements at the project main entry are provided in Appendix I.

Table 14
Residential Gate Stacking Analysis

Total Number of Dwelling Units:	365

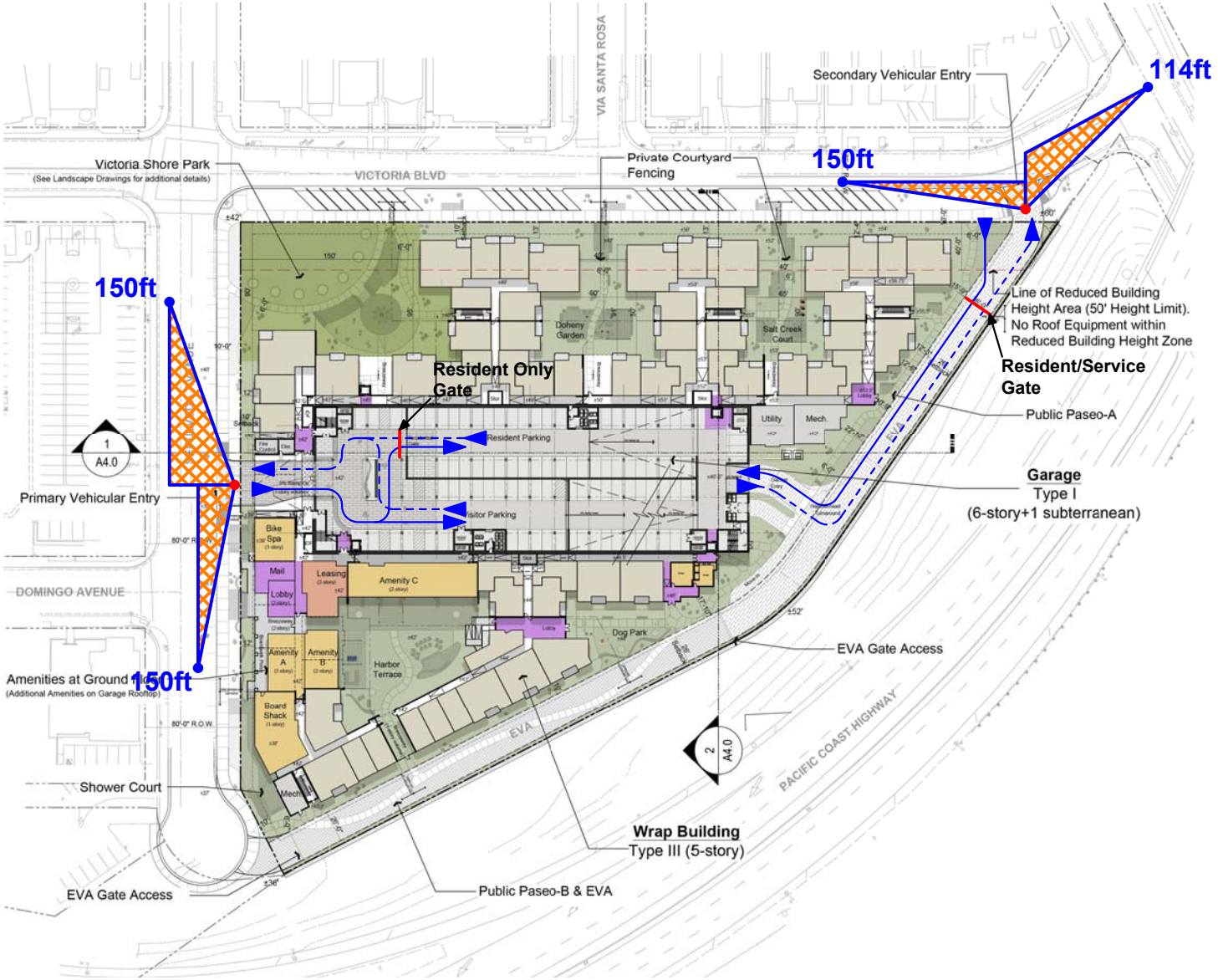
Location	Units Served		Control Type	Adjustment Factor[1]	Stacking Required[2]		Recommended Stacking Length (feet/lane)[3]
	%	Number			Feet Per Lane	Vehicles Per Lane	
Sepulveda Entrance Resident Only Gate	85%	310	Remote	0.00	0	0	0
Sepulveda Entrance Visitor Parking	100%	365	Uncontrolled	0.00	0	0	0
Victoria Entrance Resident/Service Gate	15%	55	Access Panel	0.00	0	0	25 [3]

Notes:

(1) For remote-operated, resident only gates, the adjustment factor is equal to zero since residents would not have to stop. For visitor gates/lanes, the adjustment factor is equal to 0.20 (i.e., 20%) of the required stacking per dwelling unit served.

(2) Stacking required is equal to one foot per dwelling unit served times applicable adjustment factor. Stacking in feet per lane is converted to vehicles per lane based on 25 feet per vehicle.

(3) No stacking required for resident vehicles; minimum of one vehicle length recommended based on low demand from service vehicles.



Legend

- Stopping Sight Distance
- Restricted Use Area
- Outbound Circulation
- Inbound Circulation

Figure 54
On-Site Circulation and Sight Distance

Legend

- STOP Stop Sign
- DNE Do Not Enter Sign
- Full Access Driveway
- One Way Pavement Markings

Figure 55
Circulation Recommendations

11. CONCLUSIONS

This section summarizes the findings, operational improvements (if any), and recommendations identified and described in previous sections of this study. Figure 56 graphically illustrates the identified improvements.

INTERSECTION LEVELS OF SERVICE ANALYSIS

The proposed project is forecast to result in no project related Level of Service deficiencies at the study intersections for Existing or Opening Year (2025) conditions during the weekday AM peak hour, weekday PM peak hour, and Saturday mid-day peak hour conditions based on the applicable performance standards established by the City of Dana Point, City of San Juan Capistrano, and the California Department of Transportation.

The study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 Without Project conditions, except for the following study intersection that is forecast to operate at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 Without Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvements summarized below.

The study intersections are forecast to operate within acceptable Levels of Service (D or better for Dana Point/San Juan Capistrano/Caltrans; except for "Hot Spots" which may operate up to LOS E or better) during the peak hours for Year 2045 With Project conditions, except for the following study intersection that is forecast to continue operating at Level of Service E during peak hours:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

For Year 2045 With Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the previously identified improvements.

LEVELS OF SERVICE IMPROVEMENTS

For Year 2045 Without and With Project conditions, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours with implementation of the recommended improvements described below:

2. Camino Capistrano at Stonehill Drive/I-5 NB On-Ramp

- Restripe the northbound approach (and southbound approach, as necessary) to accommodate two northbound left turn lanes
- Change north-south signal operation from split phasing to protected left-turn phasing
- Install eastbound right turn overlap signal phasing

CONGESTION MANAGEMENT PROGRAM

The project is forecast to contribute fewer than 51 weekday peak hour trips or 120 or more weekday peak hour trips to a mainline freeway monitoring location. Therefore, a Congestion Management Program impact analysis is not required for this project.

STATE HIGHWAY ANALYSIS

The State highway study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for the evaluated scenarios; therefore, the proposed project is forecast to result in no project related Level of Service deficiencies at the State highway study intersections based on the Caltrans-established performance standards with implementation of the previously identified improvements.

FOCUSED SUNDAY PEAK HOUR ANALYSIS

The proposed project is forecast to result in no project related Level of Service deficiencies at the focus area study intersections for the evaluated scenarios during Sunday peak hour conditions.

SITE ACCESS AND CIRCULATION

On-site circulation patterns and sight distance requirements are illustrated on Figure 54.

Based on the current project site plan and County of Orange standards, it appears the required stacking lengths can be accommodated on-site without backing into the public right-of-way and adequate turn around areas are provided in front of the gates. "Do Not Enter" directional signage and/or one-way pavement markings should be provided at the Sepulveda entry area to ensure exiting visitor vehicles do not unintentionally enter the inbound driveway lane.

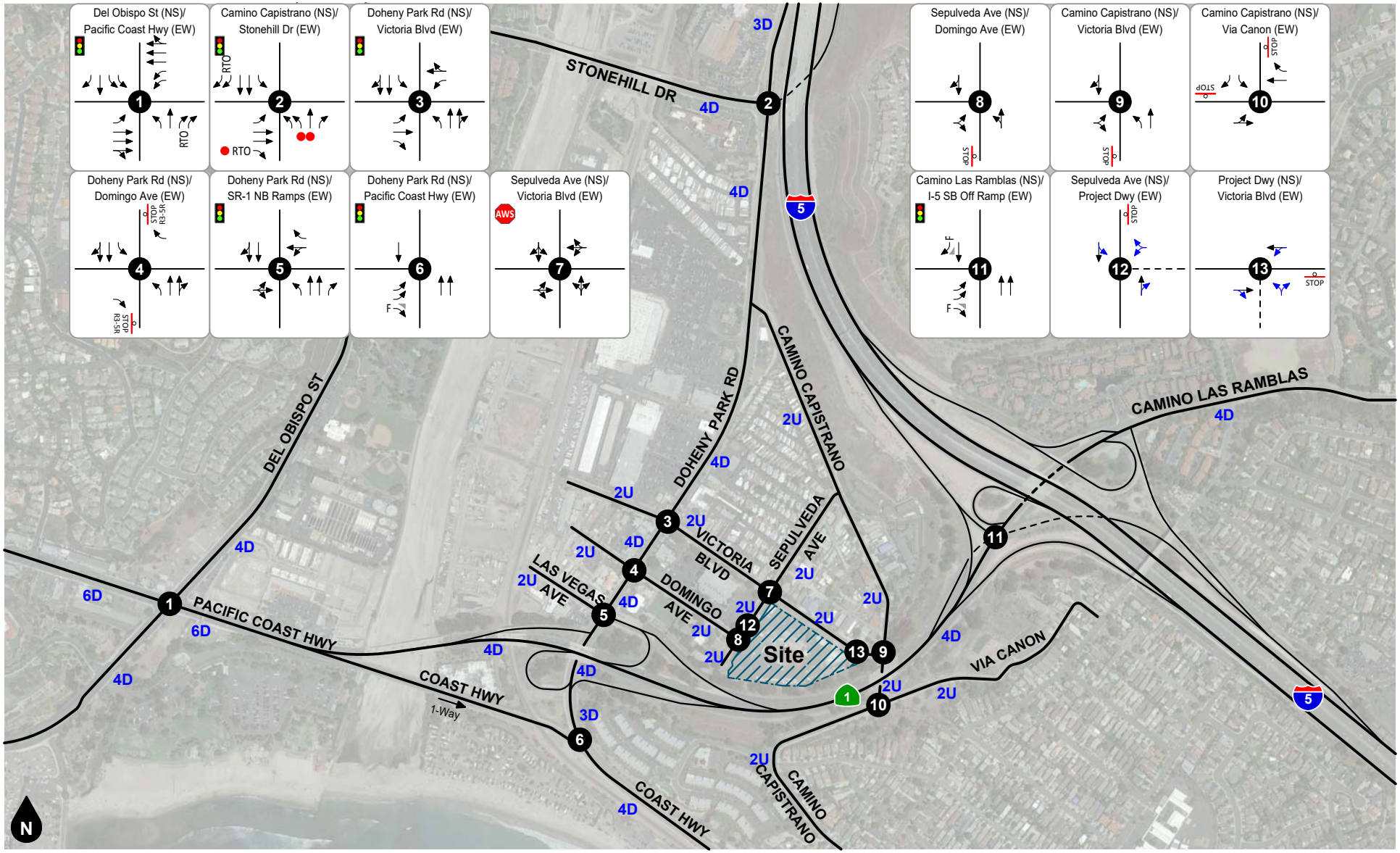
DEVELOPER FEES

The proposed project will provide payment of the City of Dana Point Local and Regional Circulation System fees to provide project-improvement of incremental cumulative traffic impacts.

Additionally, the project shall pay fair-share fees to the City of San Juan Capistrano for the cumulative impact at the intersection of Camino Capistrano at Stonehill Drive (study intersection #2) as specified in the City of San Juan Capistrano Traffic Studies Policy 310.

VEHICLE MILES TRAVELED

In accordance with provisions of the California Environmental Quality Act (CEQA), vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts under CEQA. Level of Service analysis is performed solely for General Plan conformance since a project's effect on automobile delay shall not constitute a significant environmental impact under CEQA. The project's VMT impacts for CEQA conformance are evaluated in a separate document.



Legend

- Traffic Signal
- All Way Stop
- Stop Sign
- #D #-Lane Divided Roadway
- #U #-Lane Undivided Roadway
- Existing Lane
- F Free Right Turn Lane
- RTO Right Turn Overlap
- R3-5R Sign "Right Turn Only" 7AM to 6PM
- Proposed Driverway
- Project Access Improvement
- Cummulative Impact Improvement

Figure 56
Recommended Lane Geometry and Intersection Traffic Controls

APPENDICES

APPENDIX A

GLOSSARY

GLOSSARY OF TERMS

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
LOS	Level of Service
PCE	Passenger Car Equivalent
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.

CHANNELIZATION: The separation or regulation of conflicting traffic movements into definite paths of travel by the use of pavement markings, raised islands, or other suitable means to facilitate the safe and orderly movements of both vehicles and pedestrians.

CLEARANCE INTERVAL: Nearly same as yellow time. If there is an all red interval after the end of a yellow, then that is also added into the clearance interval.

CONTROL DELAY: The component of delay, typically expressed in seconds per vehicle, resulting from the type of traffic control at an intersection. Control delay is measured by comparison with the uncontrolled condition; it includes delay incurred by slowing down, stopping/waiting, and speeding up.

CORDON: An imaginary line around an area across which vehicles, persons, or other items are counted (in and out).

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic travelling at a given speed to radically alter their speed or trajectory. Corner sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 36 inches above the pavement in the center of the nearest approach lane.

CYCLE LENGTH: The time period in seconds required for a traffic signal to complete one full cycle of indications.

CUL-DE-SAC: A local street open at one end only and with special provisions for turning around.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.

DEMAND RESPONSIVE SIGNAL: Same as traffic-actuated signal.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device that responds to a physical stimulus and transmits a resulting impulse to the signal controller.

DESIGN SPEED: A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.

DIRECTIONAL SPLIT: The percent of traffic in the peak direction at any point in time.

DIVERSION: The rerouting of peak hour traffic to avoid congestion.

FORCED FLOW: Opposite of free flow.

FREE FLOW: Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.

GAP: Time or distance between successive vehicles in a traffic stream, rear bumper to front bumper.

HEADWAY: Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.

INTERCONNECTED SIGNAL SYSTEM: A number of intersections that are connected to achieve signal progression.

LEVEL OF SERVICE: A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MINIMUM ACCEPTABLE GAP: Smallest time headway between successive vehicles in a traffic stream into which another vehicle is willing and able to cross or merge.

MULTI-MODAL: More than one mode; such as automobile, bus transit, rail rapid transit, and bicycle transportation modes.

OFFSET: The time interval in seconds between the beginning of green at one intersection and the beginning of green at an adjacent intersection.

PLATOON: A closely grouped component of traffic that is composed of several vehicles moving, or standing ready to move, with clear spaces ahead and behind.

PASSENGER CAR EQUIVALENT (PCE): A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEAK HOUR: The 60 consecutive minutes with the highest number of vehicles.

PRETIMED SIGNAL: A type of traffic signal that directs traffic to stop and go on a predetermined time schedule without regard to traffic conditions. Also, fixed time signal.

PROGRESSION: A term used to describe the progressive movement of traffic through several signalized intersections.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

SCREEN-LINE: An imaginary line or physical feature across which all trips are counted, normally to verify the validity of mathematical traffic models.

SHARED/RECIPROCAL PARKING AGREEMENT: A written binding document executed between property owners to provide a designated number of off-street parking stalls within a designated area to be available for specified businesses or land uses.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

SIGNAL CYCLE: The time period in seconds required for one complete sequence of signal indications.

SIGNAL PHASE: The part of the signal cycle allocated to one or more traffic movements.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queueing to occur.

STARTING DELAY: The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle on the major roadway travelling at a given speed to bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 6 inches above the pavement.

TRAFFIC-ACTUATED SIGNAL: A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.

TRIP: The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.

TRIP-END: One end of a trip at either the origin or destination (i.e., each trip has two trip-ends). A trip-end occurs when a person, object, or message is transferred to or from a vehicle.

TRIP GENERATION RATE: The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.

TRUCK: A vehicle having dual tires on one or more axles, or having more than two axles.

TURNING RADIUS: The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.

UNBALANCED FLOW: Heavier traffic flow in one direction than the other. On a daily basis, most facilities have balanced flow. During the peak hours, flow is seldom balanced in an urban area.

VEHICLE MILES OF TRAVEL: A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.

APPENDIX B

SCOPING AGREEMENT

MEMORANDUM

To:	Matt Sinacori, P.E., City Engineer City of Dana Point	Date:	November 26, 2019
From:	Richard E. Barretto, P.E., Principal Linscott, Law & Greenspan, Engineers	LLG Ref:	2.11.3225.3
cc:	Shane Green, P.E., LLG		
Subject:	Scope of Work Comments on the revised MOU for the Victoria Boulevard Apartment Project dated November 21, 2019 (2nd Review)		

Linscott, Law & Greenspan, Engineers is pleased to present this memorandum that summarizes our comments on the revised Memorandum of Understanding (MOU) for the Victoria Boulevard Apartments Traffic Study Assumptions prepared by the Ganddini Group dated November 21, 2019 (attached). This MOU is an update to the initial memorandum dated November 4, 2019 which LLG provided comments on. Below presents LLG comments on the November 4, 2019 MOU and highlighted in RED are LLG responses to the November 21st MOU.

Comments on November 4, 2019 MOU/Revised November 21, 2019 MOU:

1. Please include turning movement counts at all key study locations on a typical Saturday midday period and on a typical Sunday during the peak period for the two near-by churches (Capo Beach Church and San Felipe de Jesus Catholic Church). This comment has been addressed and the Revised MOU now includes a Saturday midday analysis. In addition to Saturday, a focused Sunday analysis has been proposed that includes the following four intersections in close proximity to the Project site. LLG agrees with approach.

    1. Doheny Park Rd at Victoria Blvd
    2. Doheny Park Rd at Domingo Ave
    3. Sepulveda Avenue at Victoria Blvd
    4. Sepulveda Avenue at Domingo Ave

2. Page 2, Intersection Delay Section, please note that the City of San Juan requires both ICU and HCM analysis; Caltrans requires HCM analyses for those intersections under their jurisdiction. The Revised MOU has been updated accordingly.

3. Page 3, City of San Juan Capistrano Section, should state "may operate up to LOS E", not LOS F. The Revised MOU has been updated accordingly.

4. Page 3, City of Dana Point Section, add to first bullet "and increase by 1%". The Revised MOU has been updated accordingly.

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Jack M. Greenspan, PE (Ret.)
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David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

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5. Page 5, Forecasting Methodology Section, long term building volume development should be based on the most current OCTAM model. The Revised MOU has been updated accordingly. LLG will coordinate with Ganddini on the process for obtaining the appropriate Model Plots from OCTA to ensure consistency between this Project and the future Capistrano Beach Village Zoning District Overlay Project.

6. Figure 1, also include analysis at the following locations.

    1. Sepulveda Avenue at Domingo Avenue
    2. Camino Capistrano at Victoria Boulevard
    3. Camino Capistrano at Via Canon
    4. Del Obispo Street/Dan Point Harbor Drive at Coast Highway
    5. Camino Las Ramblas at I-5 SB Ramps
    6. Camino Las Ramblas at I-5 NB Ramps

    The Revised MOU has been updated accordingly. The MOU proposes to eliminate analysis at Camino Las Ramblas at I-5 NB Ramps due to the Project having zero trips at this location. LLG agrees with eliminating this location.

7. Figures 3 and 4, update the project distribution pattern to account for the potential distribution of project-related trip into the residential neighborhood to the east (up to 10%) that may utilize Via Canon or Via Verde to travel to and from Palisades Elementary School.

    Consider a re-distribution outbound project-related trips to Domingo; some residents may use this roadway to proceed north on Doheny Park Road. The Revised MOU has been updated accordingly.

8. Evaluate Site Access and Circulation; confirm adequacy of truck access and circulation; Conduct queuing assessment at project's gated access on Sepulveda Boulevard, including line of sight evaluation. The Revised MOU has been updated accordingly.

* * * * * * * * * *

Please call us at (949) 825-6175 if you have any questions or corrections.

MEMORANDUM OF UNDERSTANDING

TO: Belinda Deines, Interim Principal Planner | CITY OF DANA POINT

FROM: Perrie Ilercil, PE (AZ) | GANDDINI GROUP, INC.

DATE: November 21, 2019

SUBJECT: Victoria Boulevard Apartments Traffic Study Assumptions
19-0196

INTRODUCTION

The purpose of this scoping document is to outline the proposed traffic analysis parameters and assumptions for the Victoria Boulevard Apartments Project for review/concurrence by City of Dana Point staff.

PROJECT DESCRIPTION

Figure 1 shows the project location map. The 5.5-acre project site is located at 26126 Victoria Boulevard in the City of Dana Point. The project site is bounded by Victoria Boulevard, Sepulveda Avenue and I-5 freeway. The project site is currently occupied by the Capistrano Unified School District (CUSD) maintenance and bus yard.

The site plan is illustrated on Figure 2. The proposed project consists of redeveloping the project site to consist of 420-unit apartment project including interior and exterior amenities and parking structure. The proposed project will provide two full access driveways and one emergency vehicle access driveway. The main access location is on Sepulveda Avenue between Domingo Avenue and Victoria Boulevard, the secondary residential access is Victoria Boulevard near the southeast property boundary. The emergency vehicle access is on Sepulveda Avenue near the southwest property boundary.

PROJECT TRIP GENERATION & DISTRIBUTION

Table 1 shows the project trip generation based upon rates obtained from the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017.

As shown in Table 1, the proposed uses are forecast to generate a total of approximately 3,074 daily vehicle trips, including 193 trips during the AM peak hour and 235 trips during the PM peak hour. Trips associated with existing project site uses to be displaced will be determined based on 24-hour driveway counts to collected on one typical weekday. Therefore, the net project trip generation shall be determined after the existing driveway counts are collected.

Figures 3 and 4 illustrate the forecast directional distribution patterns of project-generated trips.

STUDY AREA

The study area shall consist of the following study intersections within the Cities of Dana Point and San Juan Capistrano:

Study Intersections		Jurisdiction
1.	Del Obispo Street (NS) at Pacific Coast Highway (EW)	Dana Point
2.	Camino Capistrano (NS) at Stonehill Drive/I-5 NB On-Ramp (EW)	San Juan Capistrano/Caltrans
3.	Doheny Park Road (NS) at Victoria Boulevard (EW)	Dana Point
4.	Doheny Park Road (NS) at Domingo Avenue (EW)	Dana Point
5.	Doheny Park Road (NS) at Las Vegas Ave/SR-1 NB Ramps (EW)	Dana Point/Caltrans
6.	Doheny Park Road (NS) at Coast Highway (EW)	Dana Point
7.	Sepulveda Avenue (NS) at Victoria Boulevard (EW)	Dana Point
8.	Sepulveda Avenue (NS) at Domingo Avenue (EW)	Dana Point
9.	Camino Capistrano (NS) at Victoria Boulevard (EW)	Dana Point
10.	Camino Capistrano (NS) at Via Canon (EW)	Dana Point
11.	Camino Las Ramblas (NS) at I-5 SB Off-Ramp (EW)	Dana Point/Caltrans

TRAFFIC COUNTS

New intersection turning movement counts will be collected at the study intersections during the weekday AM peak period (7:00 AM – 9:00 AM), and weekday PM peak period (4:00 PM – 6:00 PM) on one typical weekday (Tuesday, Wednesday, or Thursday) while local schools are in session on a non-holiday week. Additionally, new intersection turning movement counts will be collected at all study intersections during a typical Saturday midday period (10:00 AM – 2:00 PM). Sunday counts will be collected at select locations; see "Sunday Focused Analysis" section below.

INTERSECTION ANALYSIS METHODOLOGY

Intersection Capacity Utilization (ICU)

Analysis of non-State highway signalized study intersections within the City of Dana Point and City of San Juan Capistrano shall by analyzed using the Intersection Capacity Utilization (ICU) methodology in accordance with the parameters established by the City of Dana Point Circulation Element (June 1995). The capacity of individual lane types to be used in the ICU calculations is 1,700 vehicles per hour. A yellow clearance/lost time of 0.05 shall be applied. Intersection analysis shall be performed using the Vistro software (Version 6.00-00).

Intersection Delay

Unsignalized intersections within Dana Point and all study intersections within San Juan Capistrano and Caltrans jurisdiction will be analyzed using the intersection delay methodology based on procedures contained in the Highway Capacity Manual (Transportation Research Board, 6th Edition).

PERFORMANCE STANDARDS

City of Dana Point

The City of Dana Point has established the following minimum acceptable Level of Service (LOS) for roadway segment and peak hour intersection operations:

- Primary Arterials, Secondary Arterials and Local Streets LOS C
- Major Arterials and State Highways LOS D
- Orange County Congestion Management Plan (CMP) Designated Roadways LOS E

City of San Jan Capistrano

The City of San Juan Capistrano has established the minimum acceptable Level of Service (LOS) D for roadway segment and peak hour intersection operations with the exception that areas designated as "Traffic Operations Hot Spots" may operate up to LOS E.

California Department of Transportation

As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

THRESHOLDS OF SIGNIFICANCE

City of Dana Point

Based on the City of Dana Point performance standards, a project impact is defined as significant if the proposed project is forecast to result in one or more of the following conditions:

- Primary Arterials, Secondary Arterials and Local Streets: The addition of project-generated trips is forecast to increase the ICU by 1% or more at a signalized study intersection operating at Level of Service D or worse.

- Major Arterials and State Highways: The addition of project-generated trips is forecast to increase the ICU by 1% or more at a signalized study intersection operating at Level of Service E or worse.

- CMP Designated Roadways: The addition of project-generated trips is forecast to increase the ICU by 1% or more at a signalized study intersection operating at Level of Service F or worse.

- The addition of project-generated trips is forecast to cause or worsen unacceptable Level of Service at an unsignalized study intersection and the peak hour traffic volume warrant (Warrant 3) is satisfied in accordance with the California Manual on Uniform Traffic Control Devices.

City of San Jan Capistrano

The City of San Juan Capistrano utilizes the following thresholds of significance established by the City of San Juan Capistrano (Preparation and Use of Traffic Studies Administrative Policy, January 2004) to determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation:

When the pre-project LOS D (or better) is reduced to LOS E (or worse), AND the project related increase to capacity/delay analysis output is +0.010 V/C (or more) OR + 2.0 seconds/vehicle (or more); this is considered a direct measurable impact.

When the pre-project LOS E (or worse) AND the project related increase to capacity/delay analysis output is +0.010 V/C (or more) OR + 2.0 seconds /vehicle (or more); this is considered a direct measurable impact.

California Department of Transportation

Based on the California Department of Transportation established performance standards, a potentially significant traffic impact is defined to occur if the addition of project generated trips is forecast to cause the performance of a State Highway study intersection to change from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F).

ANALYSIS SCENARIOS

The first dwelling unit occupancy is expected to occur in 2024 and full occupancy is expected in 2025. For the purposes of the study the opening year is to be 2025. The traffic study shall evaluate the following analysis scenarios for weekday AM, weekday PM, and Saturday mid-day peak hour conditions:

- Existing
- Existing Plus Project
- Opening Year (2025) Without Project
- Opening Year (2025) With Project
- Year 2040 Without Project
- Year 2040 With Project

FORECASTING METHODOLOGY

Regional Ambient Growth

To account for ambient growth, existing roadway volumes shall be increased by a growth rate of one percent (1%) per year over a five (5) year period for Opening Year (2025) conditions.

Other Development

In addition, a list of pending and approved other development projects shall be requested from the cities of Dana Point and San Juan Capistrano. Trip forecasts for other development projects within the project study area shall be calculated based on the Institute of Transportation Engineers (ITE), Trip Generation Manual, 10th Edition, 2017 and will be assigned to the study intersections as appropriate.

Year 2040 Forecasts

Year 2040 forecasts shall be determined from the Orange County Transportation Analysis Model (OCTAM) model. Ganddini Group will develop the final post-processed intersection turning movement volumes based on existing OCTAM model plots. Alternatively, Ganddini Group will coordinate with City staff to develop 2040 forecasts from other available studies.

SUNDAY FOCUSED ANALYSIS

Because of the proximity to two near-by churches (Capo Beach Church and San Felipe de Jesus Catholic Church), a focused analysis of Sunday mid-day operations will be performed using Sunday peak period (8:00 AM – 12:00 PM) turning movement counts for the following study area intersections.

Sunday Study Intersections		Jurisdiction
3.	Doheny Park Road (NS) at Victoria Boulevard (EW)	Dana Point
4.	Doheny Park Road (NS) at Domingo Avenue (EW)	Dana Point
7.	Sepulveda Avenue (NS) at Victoria Boulevard (EW)	Dana Point
8.	Sepulveda Avenue (NS) at Domingo Avenue (EW)	Dana Point

SITE ACCESS/CIRCULATION

The study shall provide an evaluation of the adequacy of truck access/circulation and a queueing assessment of the gated access points with consideration of sight distance.

CONCLUSION

We appreciate the opportunity to provide this memorandum of understanding for your review. Should you have any questions or comments regarding the proposed scope, please contact me.

Sincerely,

Perrie Ilercil
Senior Engineer
c. 949-257-3126

Table 1
Project Trip Generation

Trip Generation Rates									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Units[2]	% In	% Out	Rate	% In	% Out	Rate	Daily
Multifamily Housing (Low-Rise)	ITE 220	DU	0.23	0.77	0.46	0.63	0.37	0.56	7.32

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Quantity	Units[2]	In	Out	Total	In	Out	Total	Daily
Existing Uses To Be Displaced									
Bus Maintenance and Storage Yard[3]	5.500	AC	To be determined by existing driveway counts						
Proposed Uses									
Multifamily Housing (Low-Rise)	420	DU	44	149	193	148	87	235	3,074
NET PROJECT TRIPS GENERATED			**To be determined after existing driveway counts**						

Notes:

(1) ITE = Institute of Transportation Engineers, Trip Generation Manual, 10th Edition, 2017; ### = Land Use Code(s), unless otherwise noted.

(2) DU = Dwelling Units.

(3) Counts at the existing location will be conducted to determine trip generation and credit for this facility type.

Legend

(#) Study Intersection

Figure 1
Project Location Map

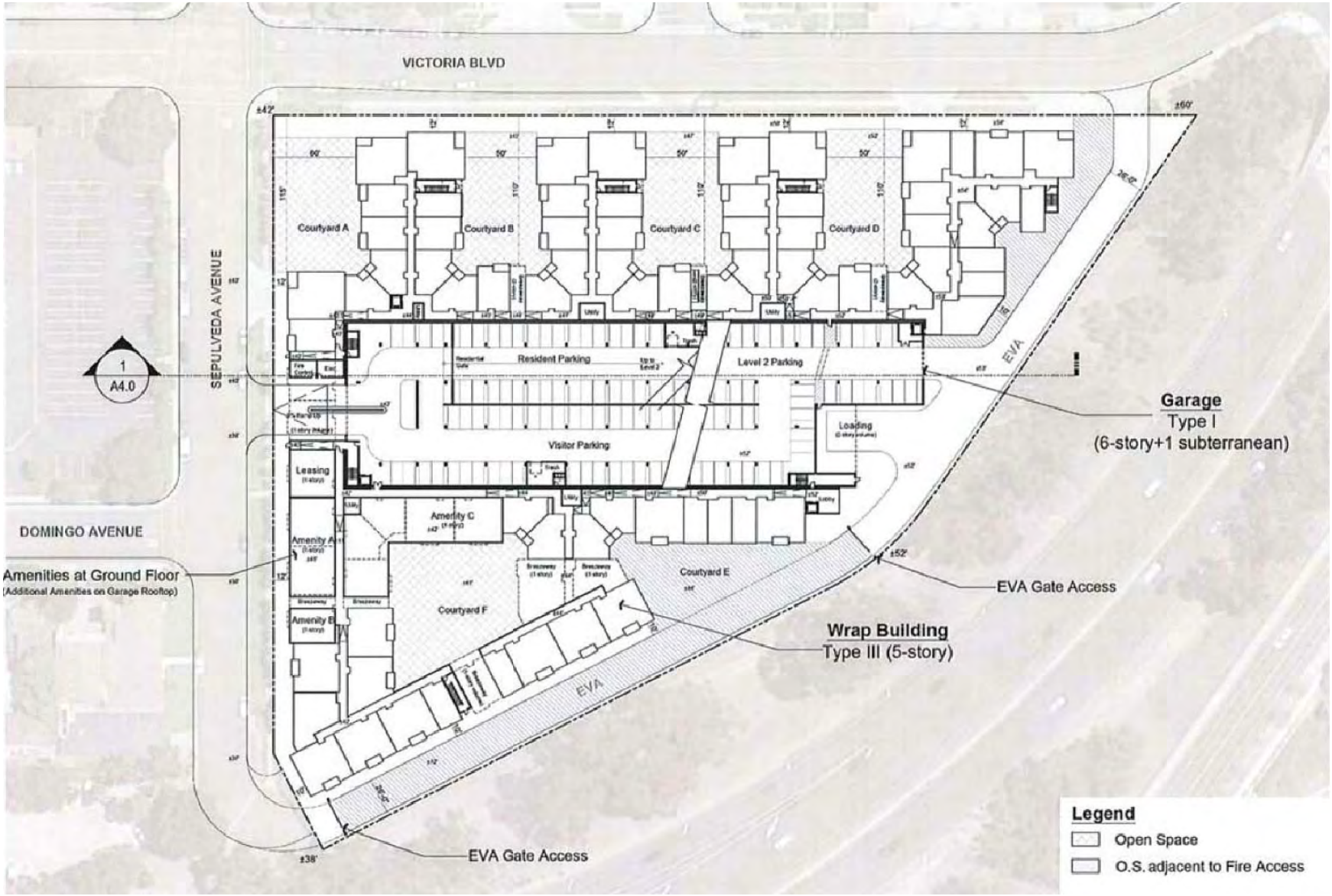
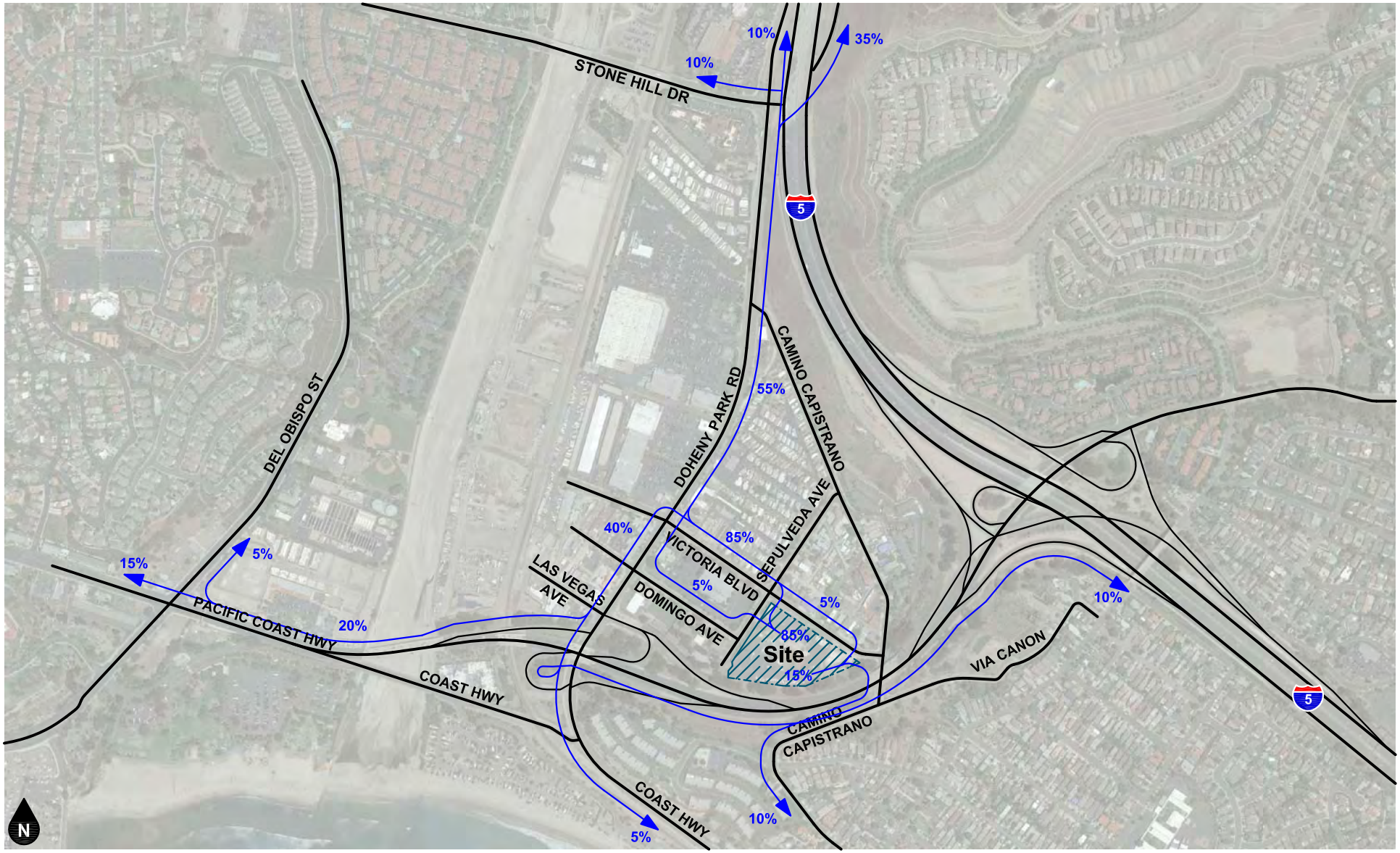


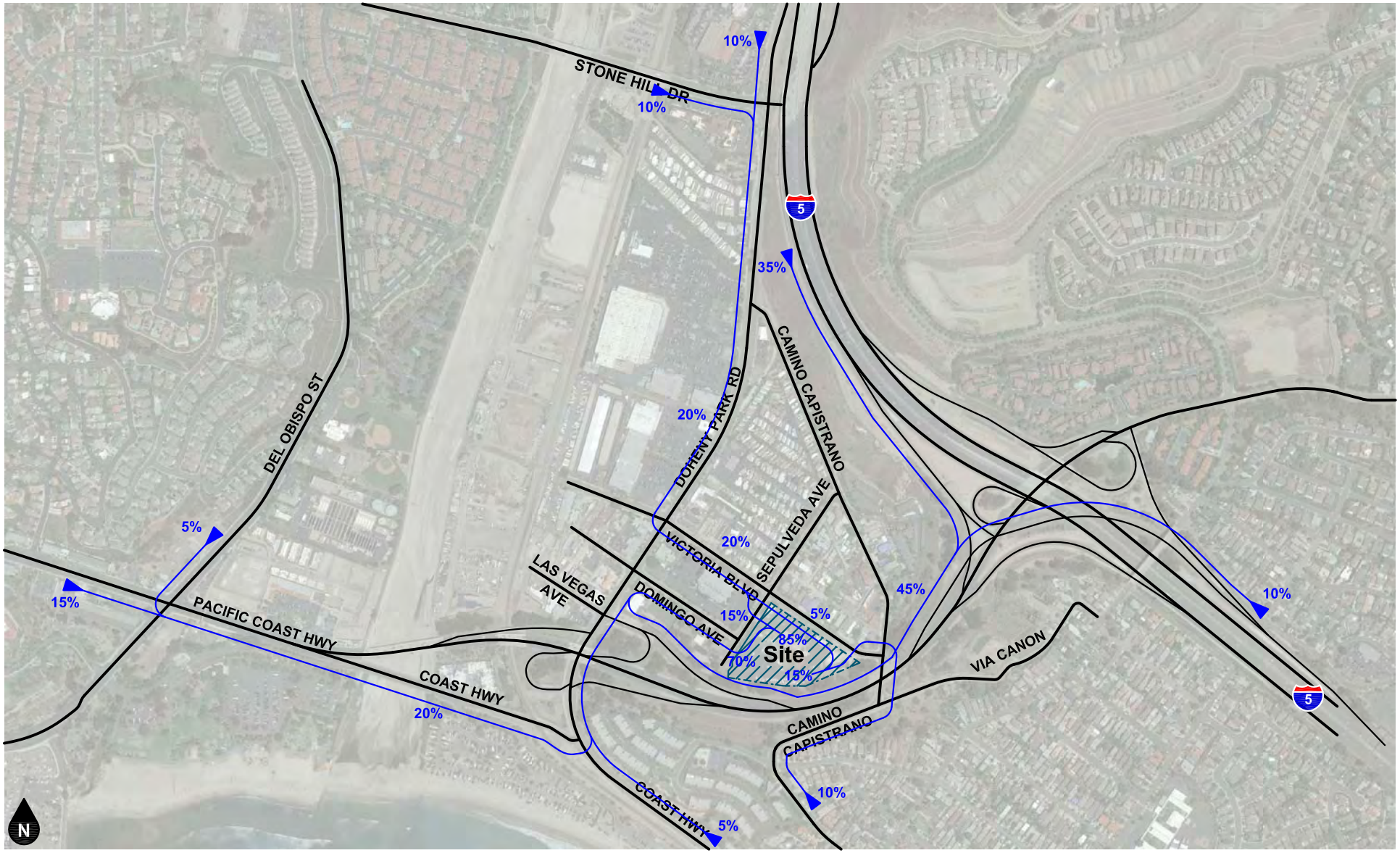
Figure 2
Site Plan



Legend

10% Percent From Project

Figure 3
Project Trip Distribution - Outbound



Legend

Study Intersection

Figure 4
Project Trip Distribution - Inbound

APPENDIX C

INTERSECTION COUNT WORKSHEETS

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DEL OBISPO STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912007
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

	DEL OBISPO STREET Southbound				PACIFIC COAST HIGHWAY Westbound				DEL OBISPO STREET Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	19	22	46	1	42	240	46	0	31	12	4	0	11	146	6	0	626
07:15	28	19	79	2	81	292	53	0	27	12	3	0	12	204	12	1	825
07:30	28	20	99	2	75	439	56	0	31	5	4	0	13	210	15	0	997
07:45	24	35	112	1	54	344	109	0	46	13	6	0	14	269	19	1	1047
Total	99	96	336	6	252	1315	264	0	135	42	17	0	50	829	52	2	3495
08:00	27	21	83	2	60	348	80	0	60	16	7	0	19	295	16	1	1035
08:15	25	29	99	0	66	305	81	0	49	18	5	1	15	232	27	1	953
08:30	23	27	62	2	58	334	82	0	53	13	7	1	21	213	11	0	907
08:45	24	24	82	2	54	281	85	0	54	17	6	0	20	182	17	2	850
Total	99	101	326	6	238	1268	328	0	216	64	25	2	75	922	71	4	3745
16:00	35	19	66	3	81	345	94	0	105	22	4	0	12	301	25	4	1116
16:15	31	17	77	4	77	354	98	0	105	33	8	0	12	275	34	0	1125
16:30	22	23	62	1	83	331	89	0	106	20	12	1	18	300	32	0	1100
16:45	41	22	76	0	78	347	117	0	90	20	8	0	10	260	26	1	1096
Total	129	81	281	8	319	1377	398	0	406	95	32	1	52	1136	117	5	4437
17:00	34	37	59	1	79	346	130	0	108	18	8	0	23	250	26	3	1122
17:15	34	24	74	0	124	339	97	0	103	27	10	0	20	275	27	1	1155
17:30	20	33	58	0	65	345	104	0	87	21	5	0	13	257	38	2	1048
17:45	28	22	44	0	77	295	88	0	74	20	10	0	16	230	33	3	940
Total	116	116	235	1	345	1325	419	0	372	86	33	0	72	1012	124	9	4265
Grand Total	443	394	1178	21	1154	5285	1409	0	1129	287	107	3	249	3899	364	20	15942
Apprch %	21.8	19.4	57.9	1	14.7	67.3	18	0	74	18.8	7	0.2	5.5	86	8	0.4	
Total %	2.8	2.5	7.4	0.1	7.2	33.2	8.8	0	7.1	1.8	0.7	0	1.6	24.5	2.3	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DEL OBISPO STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912007
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

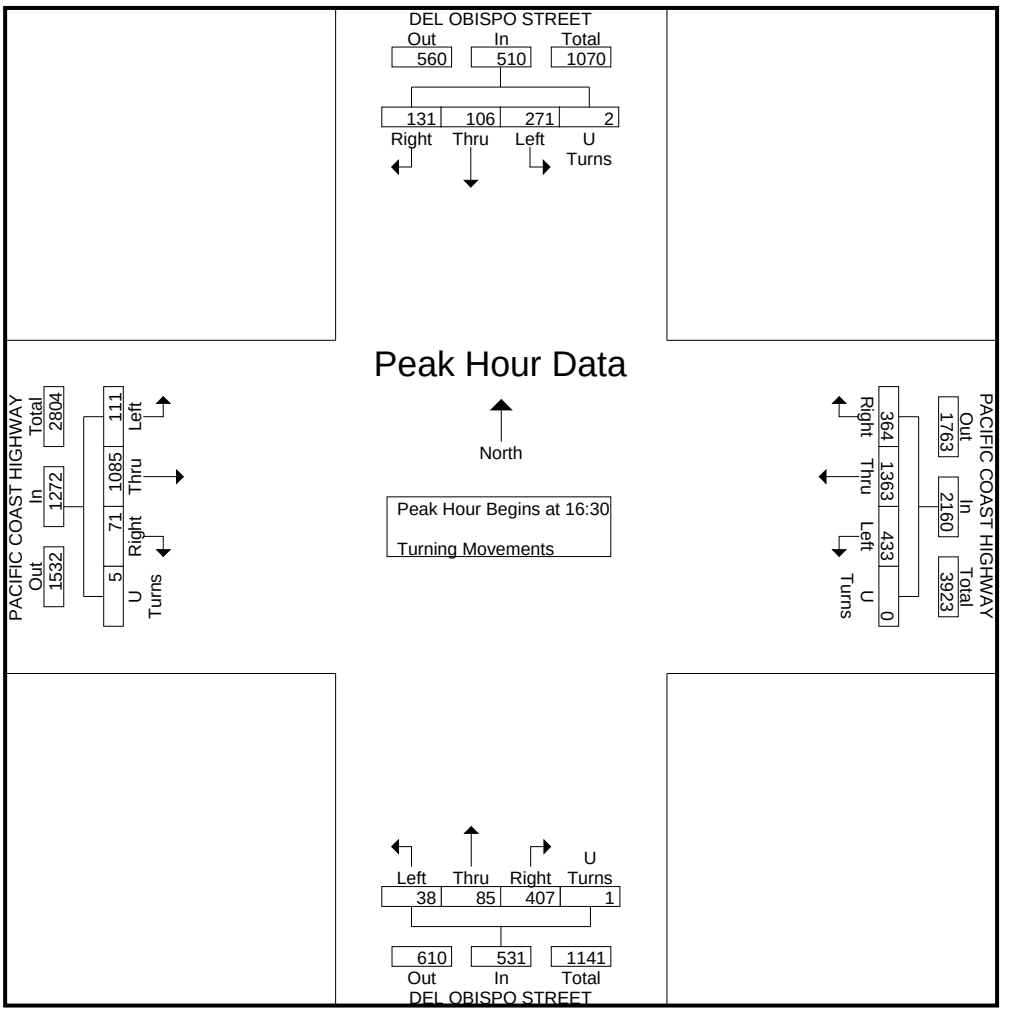
	DEL OBISPO STREET Southbound					PACIFIC COAST HIGHWAY Westbound					DEL OBISPO STREET Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**28**			**2**		**75**	**439**	56	0	**570**	31	5	4	0	40	13	210	15	0	238	997
07:45	24	**35**	**112**		**172**	54	344	**109**											**1**		**1047**
08:00	27	21	83	2	133	60	348	80	0	488	**60**		**7**		**83**	**19**	**295**	16	1	**331**	1035
08:15	25	29	99	0	153	66	305	81	0	452	49	**18**	5	**1**				**27**			
Total Volume	104	105	393	5	607	255	1436	326	0	2017	186	52	22	1	261	61	1006	77	3	1147	4032
% App. Total	17.1	17.3	64.7	0.8		12.6	71.2	16.2	0		71.3	19.9	8.4	0.4		5.3	87.7	6.7	0.3		
PHF	.929	.750	.877	.625	.882	.850	.818	.748	.000	.885	.775	.722	.786	.250	.786	.803	.853	.713	.750	.866	.963

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DEL OBISPO STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912007
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	DEL OBISPO STREET Southbound					PACIFIC COAST HIGHWAY Westbound					DEL OBISPO STREET Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	22	23	62	**1**									**12**	**1**			**300**	**32**		**350**	1100
16:45	**41**		**76**		**139**	78	**347**	117	0	542	90	20	8	0	118	10	260	26	1	297	1096
17:00	34	**37**	59	1	131	79	346	**130**			**108**					**23**			**3**		
17:15	**34**	**24**	**74**	**0**	**132**	**124**	**339**	**97**	**0**	**560**	103	**27**	10	0	**140**	20	275	27	1	323	**1155**
Total Volume	131	106	271	2	510	364	1363	433	0	2160	407	85	38	1	531	71	1085	111	5	1272	4473
% App. Total	25.7	20.8	53.1	0.4		16.9	63.1	20	0		76.6	16	7.2	0.2		5.6	85.3	8.7	0.4		
PHF	.799	.716	.891	.500	.917	.734	.982	.833	.000	.964	.942	.787	.792	.250	.948	.772	.904	.867	.417	.909	.968



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: STONEHILL DRIVE

File Name : H1912008
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

	CAMINO CAPISTRANO Southbound				STONEHILL DRIVE Westbound				CAMINO CAPISTRANO Northbound				STONEHILL DRIVE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	90	43	9	0	0	0	0	0	50	45	45	0	53	252	42	0	629
07:15	127	52	12	0	0	0	0	0	61	50	73	0	63	259	51	0	748
07:30	161	65	12	0	0	0	0	0	63	51	80	0	54	272	68	0	826
07:45	143	71	13	0	0	0	0	0	70	68	76	0	72	298	84	0	895
Total	521	231	46	0	0	0	0	0	244	214	274	0	242	1081	245	0	3098
08:00	140	75	18	0	0	0	0	0	51	78	61	0	70	284	72	0	849
08:15	148	75	11	0	0	0	0	0	69	76	62	1	59	201	56	0	758
08:30	121	82	11	0	0	0	0	0	58	63	62	0	70	245	52	0	764
08:45	126	73	21	0	0	0	0	0	68	81	61	0	79	211	65	0	785
Total	535	305	61	0	0	0	0	0	246	298	246	1	278	941	245	0	3156
16:00	203	162	35	0	0	0	0	0	83	69	121	0	98	190	53	0	1014
16:15	204	152	34	0	0	0	0	0	71	66	140	0	104	207	42	0	1020
16:30	201	148	41	0	0	0	0	0	98	67	101	0	97	211	45	0	1009
16:45	223	166	26	0	0	0	0	0	85	64	109	0	91	173	46	0	983
Total	831	628	136	0	0	0	0	0	337	266	471	0	390	781	186	0	4026
17:00	219	157	52	0	0	0	0	0	103	62	127	0	89	214	51	0	1074
17:15	220	110	20	0	0	0	0	0	84	70	133	0	91	165	25	0	918
17:30	230	122	39	0	0	0	0	0	95	53	106	0	88	194	34	0	961
17:45	217	119	22	0	0	0	0	0	65	50	107	0	68	151	38	0	837
Total	886	508	133	0	0	0	0	0	347	235	473	0	336	724	148	0	3790
Grand Total	2773	1672	376	0	0	0	0	0	1174	1013	1464	1	1246	3527	824	0	14070
Apprch %	57.5	34.7	7.8	0	0	0	0	0	32.1	27.7	40.1	0	22.3	63	14.7	0	
Total %	19.7	11.9	2.7	0	0	0	0	0	8.3	7.2	10.4	0	8.9	25.1	5.9	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
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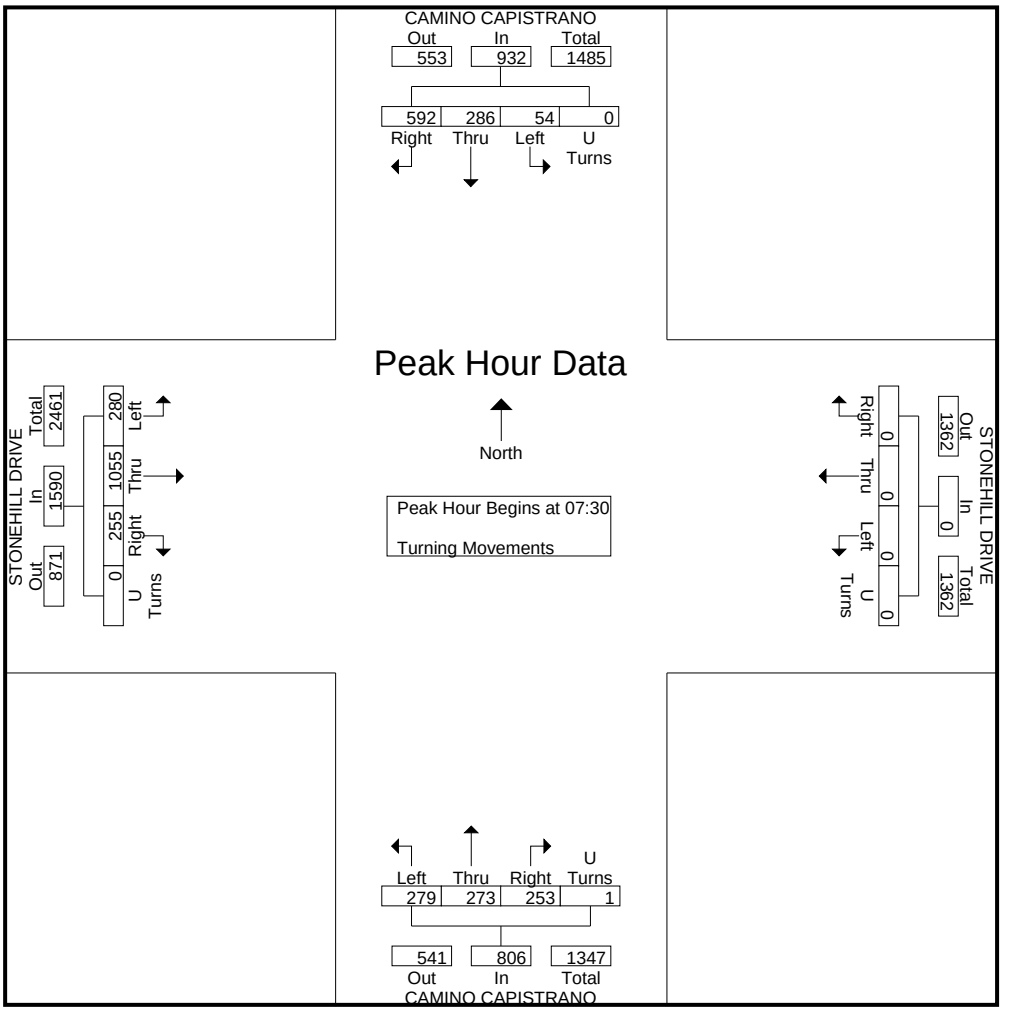
City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: STONEHILL DRIVE

File Name : H1912008
Site Code : 00000000
Start Date : 12/5/2019

	CAMINO CAPISTRANO Southbound					STONEHILL DRIVE Westbound					CAMINO CAPISTRANO Northbound					STONEHILL DRIVE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**161**				**238**	0	0	0	0	0	63	51	**80**								
07:45	**143**	**71**	**13**	**0**	**227**	**0**	**0**	**0**	**0**	**0**	**70**	**68**	**76**	**0**	**214**	**72**	**298**	**84**	**0**	**454**	**895**
08:00	140	**75**	**18**									**78**	61	0	190	70	284	72	0	426	849
08:15	148	75	11	0	234	0	0	0	0	0	69	76	62	**1**							
Total Volume	592	286	54	0	932	0	0	0	0	0	253	273	279	1	806	255	1055	280	0	1590	3328
% App. Total	63.5	30.7	5.8	0		0	0	0	0		31.4	33.9	34.6	0.1		16	66.4	17.6	0		
PHF	.919	.953	.750	.000	.979	.000	.000	.000	.000	.000	.904	.875	.872	.250	.942	.885	.885	.833	.000	.876	.930

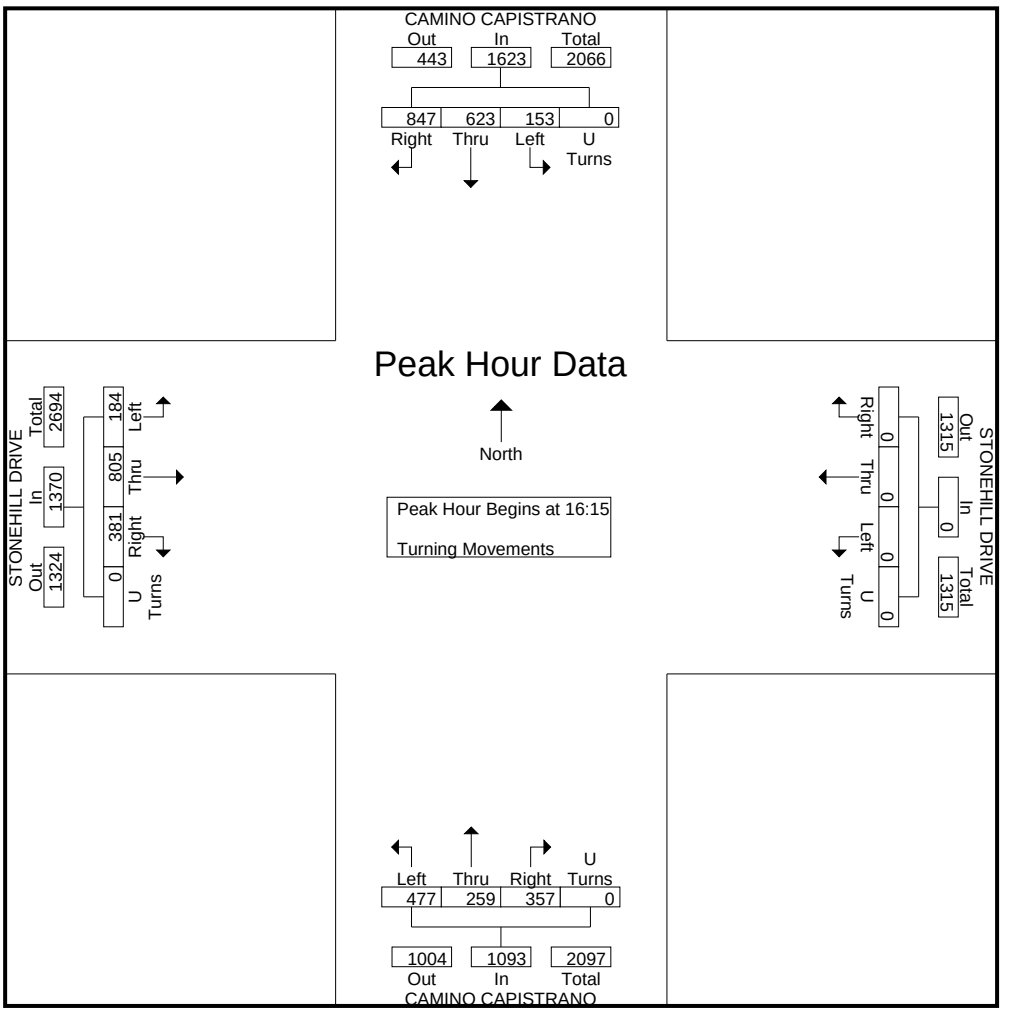


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: STONEHILL DRIVE

File Name : H1912008
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	CAMINO CAPISTRANO Southbound					STONEHILL DRIVE Westbound					CAMINO CAPISTRANO Northbound					STONEHILL DRIVE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	204	152	34	0	390	0	0	0	0	0	71	66	**140**			**104**					
16:30	**201**	**148**	**41**	**0**	**390**	**0**	**0**	**0**	**0**	**0**	**98**	**67**	101	0	266	97	211	45	0	353	1009
16:45	**223**	**166**	26	0	415	0	0	0	0	0	85	64	109	0	258	91	173	46	0	310	983
17:00	219	157	**52**		**428**	0	0	0	0	0	**103**				**292**	89	**214**	**51**		**354**	**1074**
Total Volume	847	623	153	0	1623	0	0	0	0	0	357	259	477	0	1093	381	805	184	0	1370	4086
% App. Total	52.2	38.4	9.4	0		0	0	0	0		32.7	23.7	43.6	0		27.8	58.8	13.4	0		
PHF	.950	.938	.736	.000	.948	.000	.000	.000	.000	.000	.867	.966	.852	.000	.936	.916	.940	.902	.000	.968	.951



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912009
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

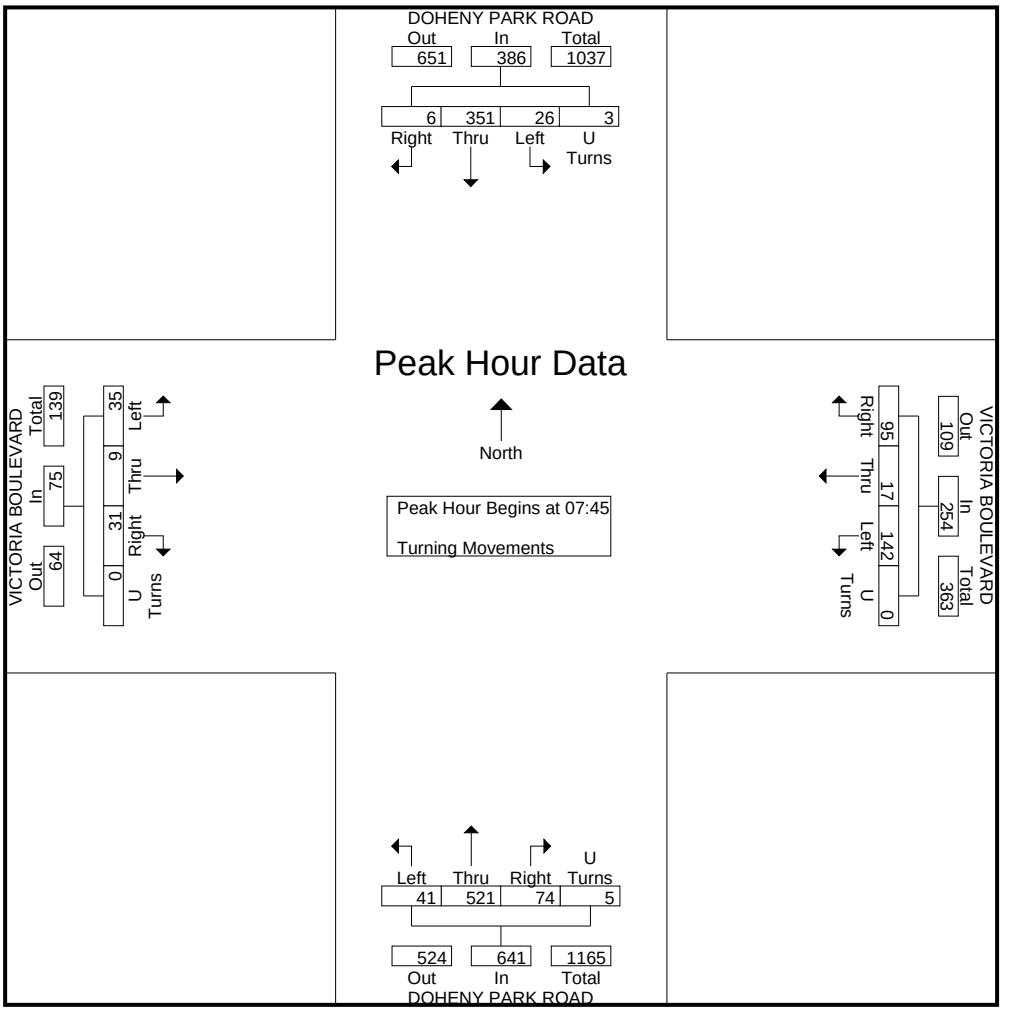
	DOHENY PARK ROAD Southbound				VICTORIA BOULEVARD Westbound				DOHENY PARK ROAD Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	1	63	3	0	12	4	32	0	12	98	1	0	8	1	6	0	241
07:15	2	60	2	0	15	4	44	0	11	119	8	0	4	1	5	0	275
07:30	1	71	1	0	27	2	44	0	23	117	14	0	4	1	6	0	311
07:45	2	92	2	0	25	3	41	0	17	129	18	0	9	2	9	0	349
Total	6	286	8	0	79	13	161	0	63	463	41	0	25	5	26	0	1176
08:00	2	87	9	1	22	5	27	0	19	134	7	3	7	1	10	0	334
08:15	1	91	9	0	24	2	36	0	27	122	5	2	6	2	7	0	334
08:30	1	81	6	2	24	7	38	0	11	136	11	0	9	4	9	0	339
08:45	3	85	12	0	16	6	25	0	17	131	9	0	10	4	6	0	324
Total	7	344	36	3	86	20	126	0	74	523	32	5	32	11	32	0	1331
16:00	3	169	14	0	17	9	27	0	25	184	17	0	17	7	19	0	508
16:15	1	170	7	1	26	3	19	0	24	193	20	1	25	6	14	0	510
16:30	7	197	15	4	19	6	26	0	19	192	14	0	15	6	21	0	541
16:45	2	175	13	1	21	5	25	0	22	200	23	2	13	3	13	0	518
Total	13	711	49	6	83	23	97	0	90	769	74	3	70	22	67	0	2077
17:00	2	184	19	0	17	8	21	0	24	175	18	0	11	4	27	0	510
17:15	6	180	16	1	17	5	28	0	25	183	20	1	22	7	12	0	523
17:30	1	144	4	0	20	5	19	0	35	178	11	1	14	2	17	0	451
17:45	0	140	7	0	9	4	21	0	24	147	10	1	13	4	10	0	390
Total	9	648	46	1	63	22	89	0	108	683	59	3	60	17	66	0	1874
Grand Total	35	1989	139	10	311	78	473	0	335	2438	206	11	187	55	191	0	6458
Apprch %	1.6	91.5	6.4	0.5	36.1	9	54.9	0	11.2	81.5	6.9	0.4	43.2	12.7	44.1	0	
Total %	0.5	30.8	2.2	0.2	4.8	1.2	7.3	0	5.2	37.8	3.2	0.2	2.9	0.9	3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912009
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	DOHENY PARK ROAD Southbound					VICTORIA BOULEVARD Westbound					DOHENY PARK ROAD Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	**2**	**92**	2	0	96	**25**		**41**		**69**	17	129	**18**		**164**	**9**					**349**
08:00	2	87	**9**											**3**				**10**			
08:15	**1**	**91**	**9**	**0**	**101**	24	2	36	0	62	**27**	**122**	**5**	**2**	**156**	**6**	**2**	**7**	**0**	**15**	**334**
08:30	**1**	**81**	**6**	**2**	**90**	**24**	**7**	38	0	69	11	**136**	11	0	158	9	**4**	9	0	**22**	339
Total Volume	6	351	26	3	386	95	17	142	0	254	74	521	41	5	641	31	9	35	0	75	1356
% App. Total	1.6	90.9	6.7	0.8		37.4	6.7	55.9	0		11.5	81.3	6.4	0.8		41.3	12	46.7	0		
PHF	.750	.954	.722	.375	.955	.950	.607	.866	.000	.920	.685	.958	.569	.417	.977	.861	.563	.875	.000	.852	.971

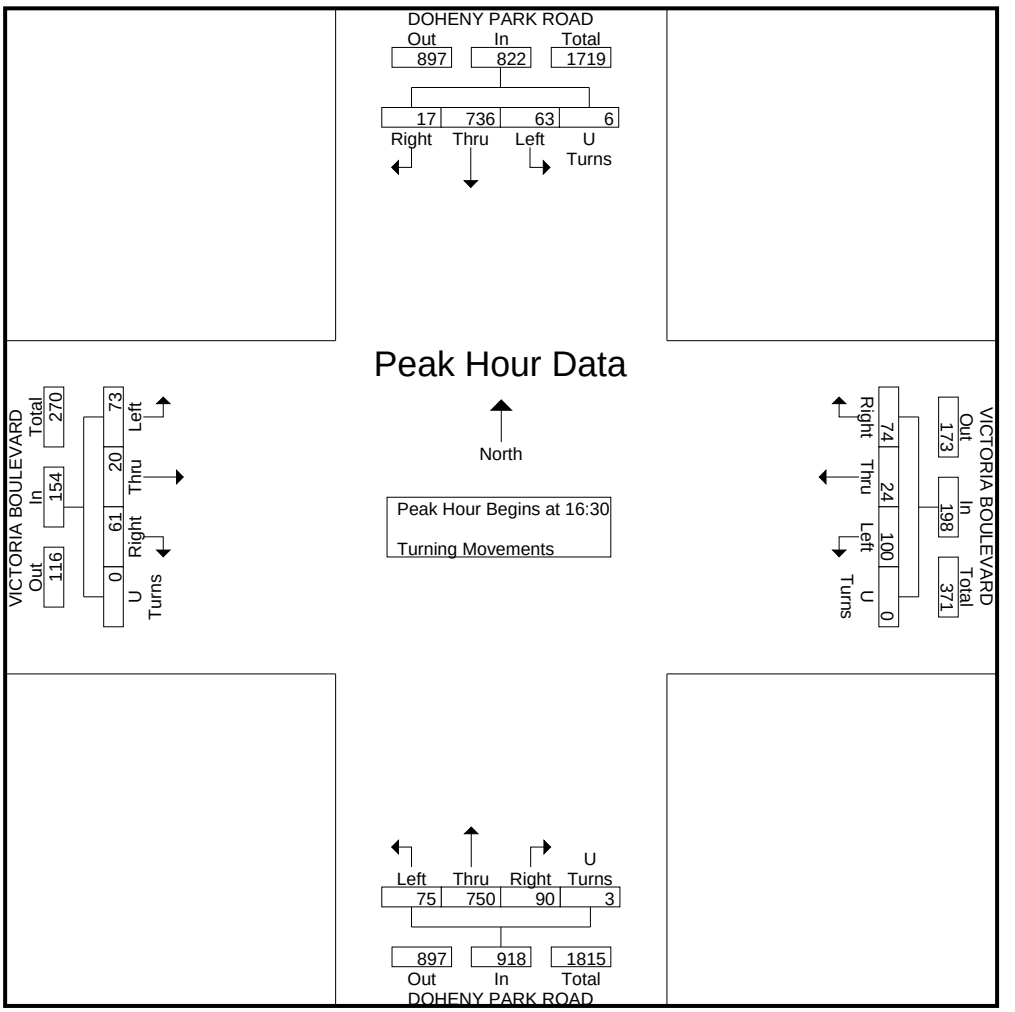


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912009
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	DOHENY PARK ROAD Southbound					VICTORIA BOULEVARD Westbound					DOHENY PARK ROAD Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**7**	**197**	15	**4**	**223**	19	6	26	0	**51**	19	192	14	0	225	15	6	21	0	**42**	**541**
16:45	2	175	13	1	191	**21**						**200**	**23**	**2**	**247**	13	3	13	0	29	518
17:00	2	184	**19**				**8**	21	0	46	24	175	18	0	217	11	4	**27**			
17:15	**6**	**180**	**16**	**1**	**203**	**17**	**5**	**28**	**0**	**50**	**25**	**183**	**20**	**1**	**229**	**22**	**7**	12	0	41	523
Total Volume	17	736	63	6	822	74	24	100	0	198	90	750	75	3	918	61	20	73	0	154	2092
% App. Total	2.1	89.5	7.7	0.7		37.4	12.1	50.5	0		9.8	81.7	8.2	0.3		39.6	13	47.4	0		
PHF	.607	.934	.829	.375	.922	.881	.750	.893	.000	.971	.900	.938	.815	.375	.929	.693	.714	.676	.000	.917	.967



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912010
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

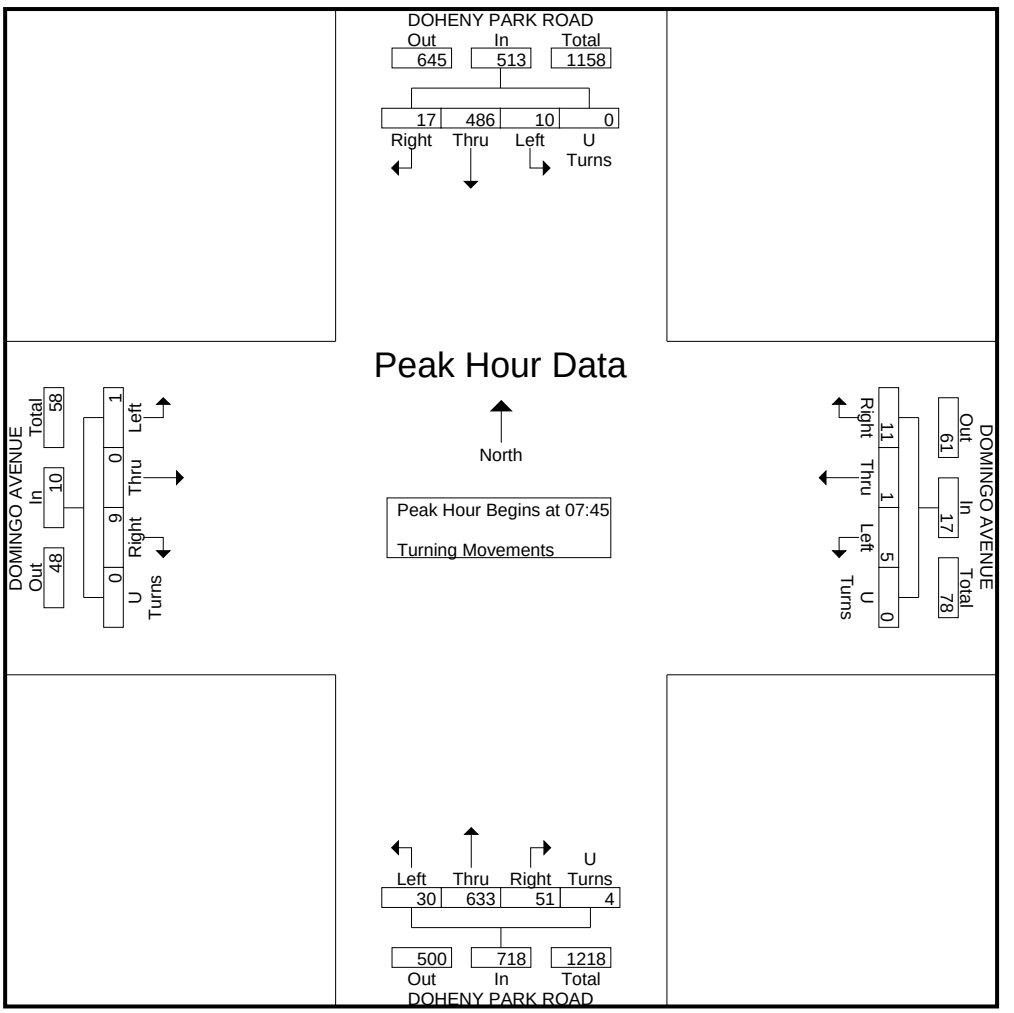
	DOHENY PARK ROAD Southbound				DOMINGO AVENUE Westbound				DOHENY PARK ROAD Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	3	105	1	0	2	0	2	0	12	105	1	0	4	0	0	0	235
07:15	2	101	2	0	3	0	3	0	6	139	4	1	1	0	1	0	263
07:30	0	117	0	0	1	0	0	0	4	153	2	1	1	0	0	0	279
07:45	5	130	3	0	2	0	1	0	14	160	11	0	3	0	0	0	329
Total	10	453	6	0	8	0	6	0	36	557	18	2	9	0	1	0	1106
08:00	5	116	1	0	3	0	1	0	8	159	8	1	3	0	0	0	305
08:15	5	117	3	0	2	0	1	0	18	155	3	1	2	0	0	0	307
08:30	2	123	3	0	4	1	2	0	11	159	8	2	1	0	1	0	317
08:45	1	113	4	0	0	0	4	0	21	151	6	2	4	0	0	0	306
Total	13	469	11	0	9	1	8	0	58	624	25	6	10	0	1	0	1235
16:00	6	221	1	0	3	0	1	0	9	218	4	2	3	0	3	0	471
16:15	8	201	2	1	4	0	3	0	4	236	5	2	1	1	1	0	469
16:30	7	223	3	0	2	0	0	0	11	227	8	3	2	0	0	0	486
16:45	3	204	3	0	3	0	2	0	12	244	5	1	6	0	2	0	485
Total	24	849	9	1	12	0	6	0	36	925	22	8	12	1	6	0	1911
17:00	4	206	6	0	5	0	5	0	12	214	7	1	5	0	2	0	467
17:15	7	222	1	0	6	0	2	0	10	220	4	1	2	0	0	0	475
17:30	4	171	3	0	1	0	3	0	7	224	2	2	2	1	0	0	420
17:45	7	161	4	1	3	0	1	0	23	186	4	0	3	0	1	0	394
Total	22	760	14	1	15	0	11	0	52	844	17	4	12	1	3	0	1756
Grand Total	69	2531	40	2	44	1	31	0	182	2950	82	20	43	2	11	0	6008
Apprch %	2.6	95.8	1.5	0.1	57.9	1.3	40.8	0	5.6	91.2	2.5	0.6	76.8	3.6	19.6	0	
Total %	1.1	42.1	0.7	0	0.7	0	0.5	0	3	49.1	1.4	0.3	0.7	0	0.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912010
Site Code : 00000000
Start Date : 12/5/2019

	DOHENY PARK ROAD Southbound					DOMINGO AVENUE Westbound					DOHENY PARK ROAD Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	**5**	**130**	**3**		**138**	2	0	1	0	3	14	**160**	**11**		**185**	**3**				**3**	**329**
08:00	5	116	1	0	122	3	0	1	0	4	8	159	8	1	176	3	0	0	0	3	305
08:15	5	117	3	0	125	2	0	1	0	3	**18**										
08:30	**2**	**123**	**3**	**0**	**128**	**4**	**1**	**2**	**0**	**7**	11	159	8	**2**	**180**	**1**	**0**	**1**	**0**	**2**	**317**
Total Volume	17	486	10	0	513	11	1	5	0	17	51	633	30	4	718	9	0	1	0	10	1258
% App. Total	3.3	94.7	1.9	0		64.7	5.9	29.4	0		7.1	88.2	4.2	0.6		90	0	10	0		
PHF	.850	.935	.833	.000	.929	.688	.250	.625	.000	.607	.708	.989	.682	.500	.970	.750	.000	.250	.000	.833	.956

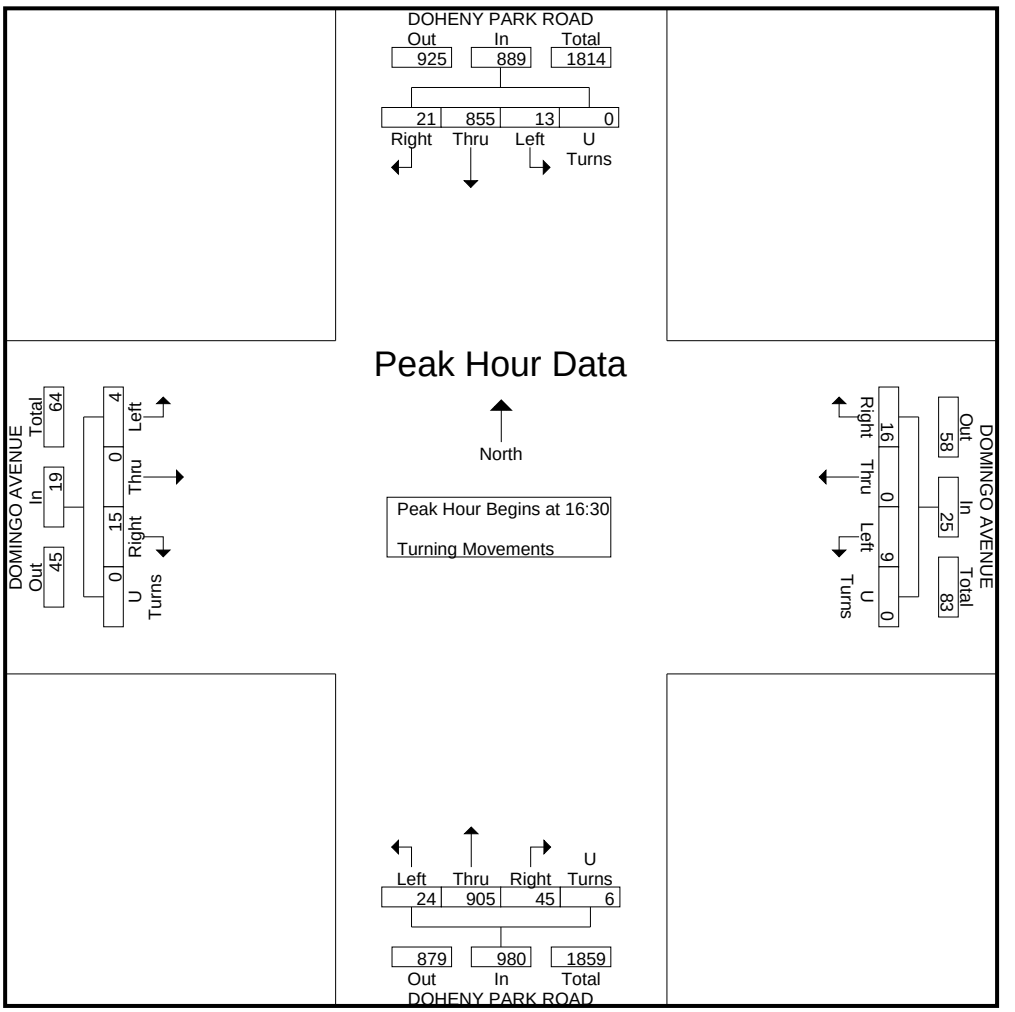


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912010
Site Code : 00000000
Start Date : 12/5/2019

	DOHENY PARK ROAD Southbound					DOMINGO AVENUE Westbound					DOHENY PARK ROAD Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**7**	**223**	3	0	**233**	2	0	0	0	2	11	227	**8**	**3**							**486**
16:45	3	204	3	0	210	3	0	2	0	5	**12**	**244**	5	1	**262**	**6**		**2**		**8**	485
17:00	4	206	**6**					**5**		**10**	12	214	7	1	234	5	0	2	0	7	467
17:15	7	222	1	0	230	**6**															
Total Volume	21	855	13	0	889	16	0	9	0	25	45	905	24	6	980	15	0	4	0	19	1913
% App. Total	2.4	96.2	1.5	0		64	0	36	0		4.6	92.3	2.4	0.6		78.9	0	21.1	0		
PHF	.750	.959	.542	.000	.954	.667	.000	.450	.000	.625	.938	.927	.750	.500	.935	.625	.000	.500	.000	.594	.984



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: LAS VEGAS AVENUE

File Name : H1912011
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

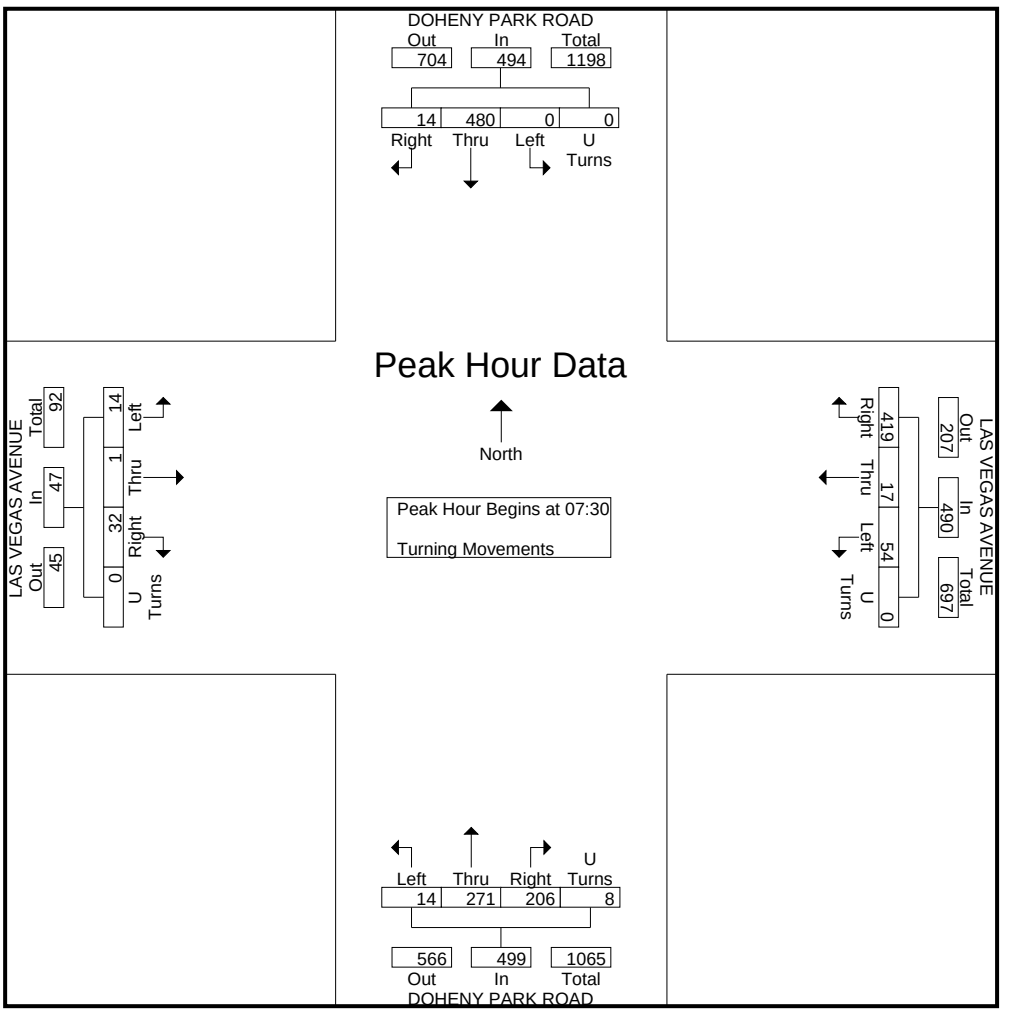
	DOHENY PARK ROAD Southbound				LAS VEGAS AVENUE Westbound				DOHENY PARK ROAD Northbound				LAS VEGAS AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	4	98	0	0	75	4	12	0	42	40	3	0	3	0	3	0	284
07:15	5	100	0	0	84	6	10	0	46	63	4	0	3	0	2	0	323
07:30	3	121	0	0	97	3	12	0	51	57	3	1	6	0	5	0	359
07:45	2	133	0	0	110	4	10	0	45	72	3	1	5	0	1	0	386
Total	14	452	0	0	366	17	44	0	184	232	13	2	17	0	11	0	1352
08:00	4	115	0	0	108	5	11	0	50	72	4	1	12	1	3	0	386
08:15	5	111	0	0	104	5	21	0	60	70	4	5	9	0	5	0	399
08:30	1	118	0	0	91	3	11	0	37	71	4	2	7	0	6	0	351
08:45	8	119	0	0	102	1	21	0	47	73	1	2	3	0	3	0	380
Total	18	463	0	0	405	14	64	0	194	286	13	10	31	1	17	0	1516
16:00	6	210	0	0	132	3	19	0	49	92	2	2	7	0	9	0	531
16:15	1	216	0	0	149	1	26	0	48	100	3	4	5	0	0	0	553
16:30	3	225	0	0	143	0	20	0	53	103	1	2	11	1	2	0	564
16:45	2	209	0	0	142	3	23	0	49	113	2	2	8	0	8	0	561
Total	12	860	0	0	566	7	88	0	199	408	8	10	31	1	19	0	2209
17:00	1	217	0	0	145	6	14	0	60	87	1	3	6	0	1	0	541
17:15	0	217	0	0	135	2	11	0	56	100	0	3	3	0	3	0	530
17:30	0	183	0	0	134	0	11	0	43	96	1	1	7	0	3	0	479
17:45	2	165	0	0	133	1	17	0	33	74	0	4	5	0	1	0	435
Total	3	782	0	0	547	9	53	0	192	357	2	11	21	0	8	0	1985
Grand Total	47	2557	0	0	1884	47	249	0	769	1283	36	33	100	2	55	0	7062
Apprch %	1.8	98.2	0	0	86.4	2.2	11.4	0	36.3	60.5	1.7	1.6	63.7	1.3	35	0	
Total %	0.7	36.2	0	0	26.7	0.7	3.5	0	10.9	18.2	0.5	0.5	1.4	0	0.8	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: LAS VEGAS AVENUE

File Name : H1912011
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	DOHENY PARK ROAD Southbound					LAS VEGAS AVENUE Westbound					DOHENY PARK ROAD Northbound					LAS VEGAS AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	3	121	0	0	124	97	3	12	0	112	51	57	3	1	112	6	0	**5**			
07:45	**2**	**133**	0	0	**135**	**110**	**4**	**10**	**0**	**124**	**45**	**72**	3	1	121	5	0	1	0	6	386
08:00	4	115	0	0	119	108	**5**	11	0	124	50	72	**4**			**12**	**1**	3	0	**16**	386
08:15	**5**							**21**		**130**	**60**			**5**	**139**	9	0	5	0	14	**399**
Total Volume	14	480	0	0	494	419	17	54	0	490	206	271	14	8	499	32	1	14	0	47	1530
% App. Total	2.8	97.2	0	0		85.5	3.5	11	0		41.3	54.3	2.8	1.6		68.1	2.1	29.8	0		
PHF	.700	.902	.000	.000	.915	.952	.850	.643	.000	.942	.858	.941	.875	.400	.897	.667	.250	.700	.000	.734	.959

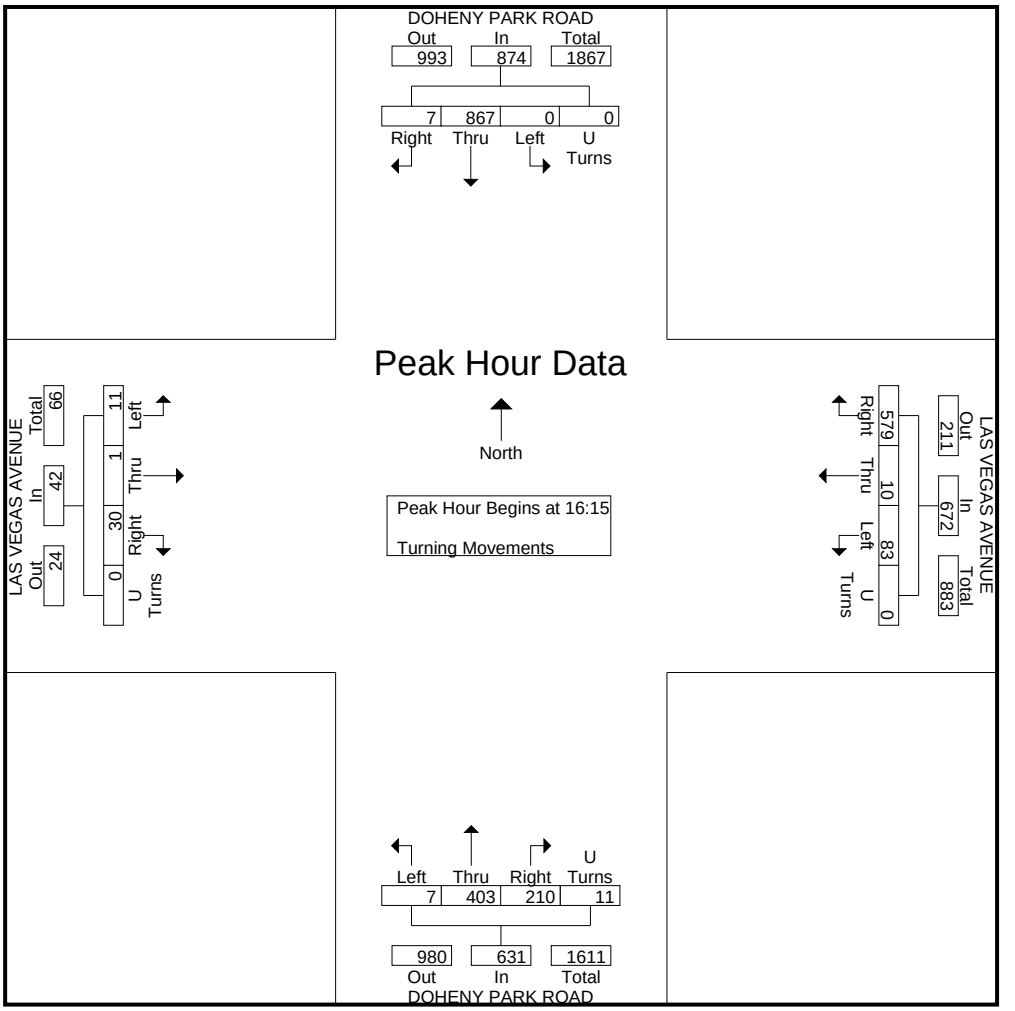


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: LAS VEGAS AVENUE

File Name : H1912011
Site Code : 00000000
Start Date : 12/5/2019

	DOHENY PARK ROAD Southbound					LAS VEGAS AVENUE Westbound					DOHENY PARK ROAD Northbound					LAS VEGAS AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 15:45 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	1	216	0	0	217	**149**		**26**		**176**	48	100	**3**	**4**							
16:30	**3**	**225**	0	0	**228**	143	0	20	0	163	53	103	1	2	159	**11**	**1**	2	0	14	**564**
16:45	2	209	0	0	211	142	3	23	0	168	49	**113**	2	2	**166**	8	0	**8**		**16**	561
17:00	1	217	0	0	218	145	**6**	14	0	165	**60**										
Total Volume	7	867	0	0	874	579	10	83	0	672	210	403	7	11	631	30	1	11	0	42	2219
% App. Total	0.8	99.2	0	0		86.2	1.5	12.4	0		33.3	63.9	1.1	1.7		71.4	2.4	26.2	0		
PHF	.583	.963	.000	.000	.958	.971	.417	.798	.000	.955	.875	.892	.583	.688	.950	.682	.250	.344	.000	.656	.984



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912012
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

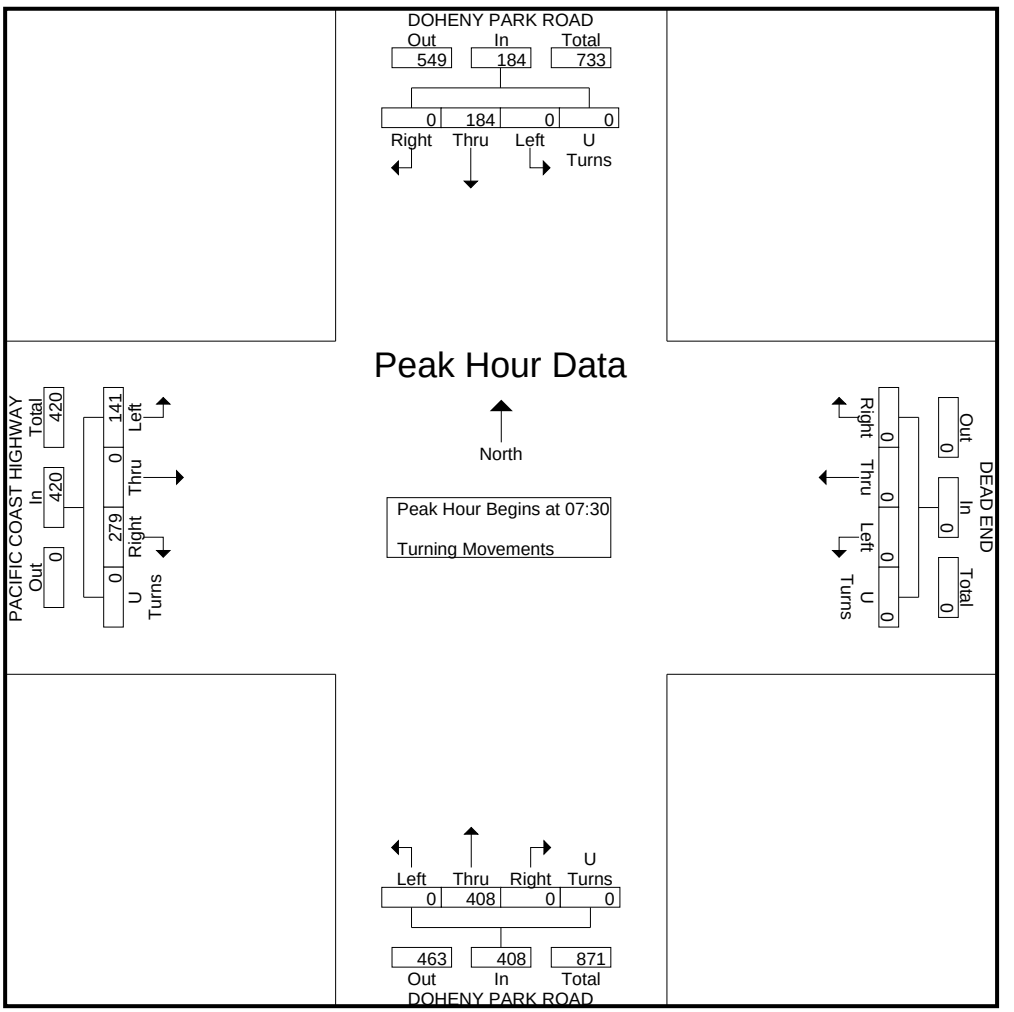
	DOHENY PARK ROAD Southbound				DEAD END Westbound				DOHENY PARK ROAD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	0	24	0	0	0	0	0	0	0	73	0	0	35	0	18	0	150
07:15	0	32	0	0	0	0	0	0	0	97	0	0	46	0	26	0	201
07:30	0	47	0	0	0	0	0	0	0	98	0	0	59	0	30	0	234
07:45	0	42	0	0	0	0	0	0	0	100	0	0	72	0	39	0	253
Total	0	145	0	0	0	0	0	0	0	368	0	0	212	0	113	0	838
08:00	0	40	0	0	0	0	0	0	0	110	0	0	75	0	34	0	259
08:15	0	55	0	0	0	0	0	0	0	100	0	0	73	0	38	0	266
08:30	0	31	0	0	0	0	0	0	0	102	0	0	45	0	38	0	216
08:45	0	44	0	0	0	0	0	0	0	105	0	0	49	0	37	0	235
Total	0	170	0	0	0	0	0	0	0	417	0	0	242	0	147	0	976
16:00	0	67	0	0	0	0	0	0	0	110	0	0	76	0	57	0	310
16:15	0	74	0	1	0	0	0	0	0	118	0	0	75	0	58	0	326
16:30	0	68	0	0	0	0	0	0	0	120	0	0	82	0	57	0	327
16:45	0	65	0	0	0	0	0	0	0	123	0	0	69	0	60	0	317
Total	0	274	0	1	0	0	0	0	0	471	0	0	302	0	232	0	1280
17:00	0	62	0	0	0	0	0	0	0	125	0	0	78	0	40	0	305
17:15	0	63	0	0	0	0	0	0	0	115	0	0	73	0	57	0	308
17:30	0	57	0	0	0	0	0	0	0	112	0	0	61	0	39	0	269
17:45	0	52	0	0	0	0	0	0	0	73	0	0	45	0	39	0	209
Total	0	234	0	0	0	0	0	0	0	425	0	0	257	0	175	0	1091
Grand Total	0	823	0	1	0	0	0	0	0	1681	0	0	1013	0	667	0	4185
Apprch %	0	99.9	0	0.1	0	0	0	0	0	100	0	0	60.3	0	39.7	0	
Total %	0	19.7	0	0	0	0	0	0	0	40.2	0	0	24.2	0	15.9	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912012
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	DOHENY PARK ROAD Southbound					DEAD END Westbound					DOHENY PARK ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	0	47	0	0	47	0	0	0	0	0	0	98	0	0	98	59	0	30	0	89	234
07:45	0	42	0	0	42	0	0	0	0	0	0	100	0	0	100	72	0	**39**		**111**	253
08:00	0	40	0	0	40	0	0	0	0	0	0	**110**	0	0	**110**	**75**					
08:15	**0**	**55**	0	0	**55**	0	0	0	0	0	0	100	0	0	100	73	0	38	0	111	**266**
Total Volume	0	184	0	0	184	0	0	0	0	0	0	408	0	0	408	279	0	141	0	420	1012
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		66.4	0	33.6	0		
PHF	.000	.836	.000	.000	.836	.000	.000	.000	.000	.000	.000	.927	.000	.000	.927	.930	.000	.904	.000	.946	.951

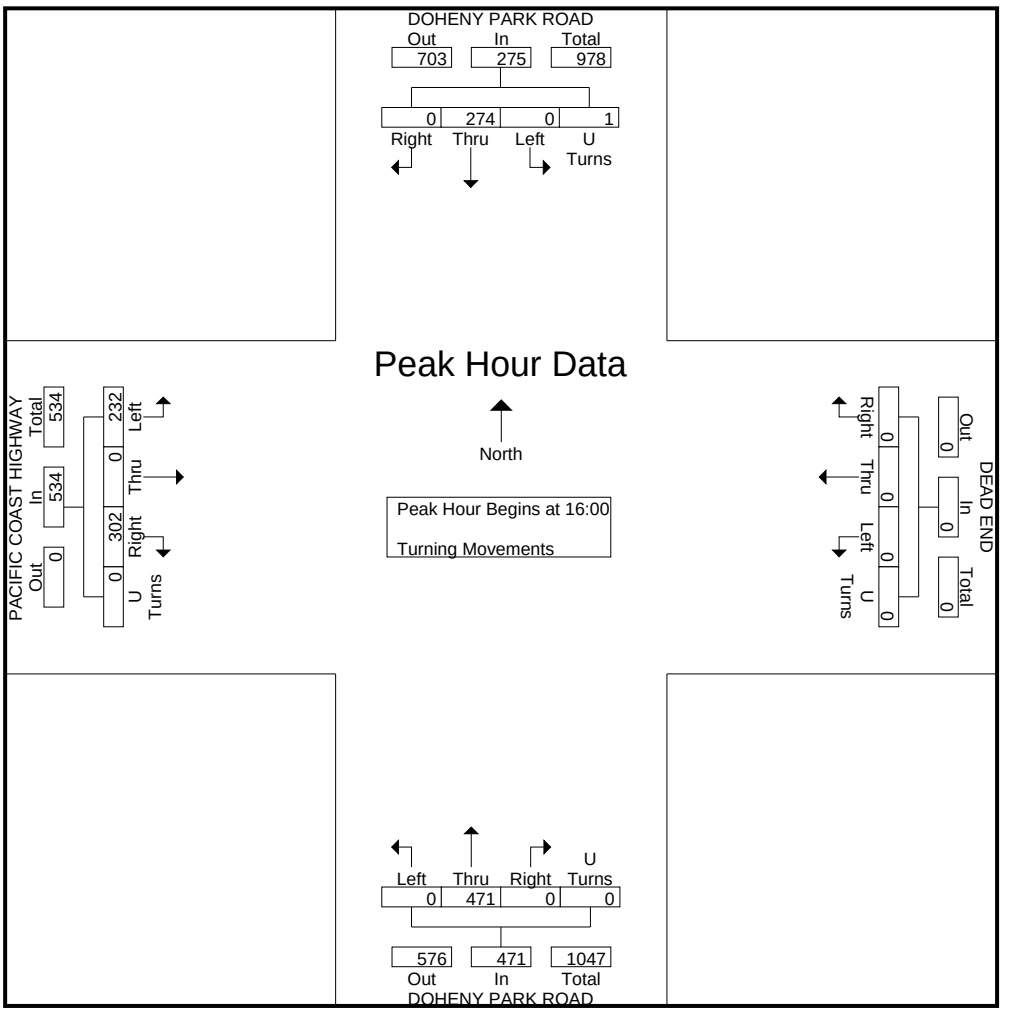


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912012
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	DOHENY PARK ROAD Southbound					DEAD END Westbound					DOHENY PARK ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	0	67	0	0	67	0	0	0	0	0	0	110	0	0	110	76	0	57	0	133	310
16:15	0	**74**	0	**1**	**75**	0	0	0	0	0	0	118	0	0	118	75	0	58	0	133	326
16:30	0	68	0	0	68	0	0	0	0	0	0	120	0	0	120	**82**				**139**	**327**
16:45	0	65	0	0	65	0	0	0	0	0	0	**123**	0	0	**123**	69	0	**60**			
Total Volume	0	274	0	1	275	0	0	0	0	0	0	471	0	0	471	302	0	232	0	534	1280
% App. Total	0	99.6	0	0.4		0	0	0	0		0	100	0	0		56.6	0	43.4	0		
PHF	.000	.926	.000	.250	.917	.000	.000	.000	.000	.000	.000	.957	.000	.000	.957	.921	.000	.967	.000	.960	.979



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912013
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

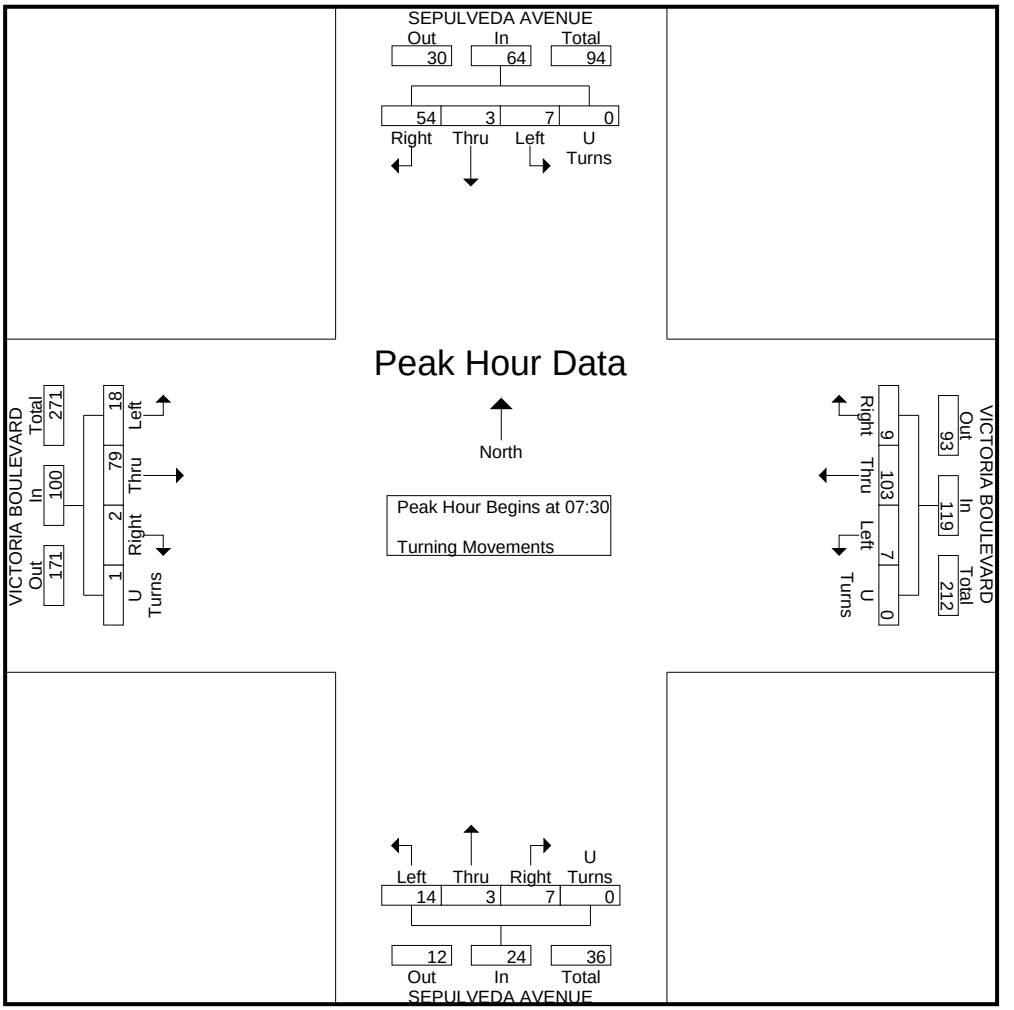
	SEPULVEDA AVENUE Southbound				VICTORIA BOULEVARD Westbound				SEPULVEDA AVENUE Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	26	1	0	0	0	15	0	0	2	1	2	0	0	7	6	0	60
07:15	14	2	1	0	0	25	1	0	2	1	1	0	0	11	2	0	60
07:30	21	0	4	0	2	32	1	0	1	1	2	0	1	20	4	0	89
07:45	12	1	0	0	6	30	3	0	3	1	5	0	0	12	6	0	79
Total	73	4	5	0	8	102	5	0	8	4	10	0	1	50	18	0	288
08:00	6	2	3	0	0	21	1	0	2	0	5	0	1	22	5	1	69
08:15	15	0	0	0	1	20	2	0	1	1	2	0	0	25	3	0	70
08:30	14	0	0	0	0	40	2	0	1	0	4	0	2	18	6	0	87
08:45	5	3	2	0	0	25	4	0	1	2	1	0	0	17	4	0	64
Total	40	5	5	0	1	106	9	0	5	3	12	0	3	82	18	1	290
16:00	14	2	0	0	0	24	1	0	4	2	1	0	1	35	8	0	92
16:15	14	0	0	0	0	29	1	0	0	1	0	0	0	20	12	0	77
16:30	15	0	1	0	1	20	1	0	5	2	1	0	0	29	12	1	88
16:45	13	0	1	0	0	28	2	0	3	2	2	0	3	27	9	0	90
Total	56	2	2	0	1	101	5	0	12	7	4	0	4	111	41	1	347
17:00	13	1	5	0	2	22	1	0	4	0	2	0	0	33	9	1	93
17:15	11	2	0	0	2	30	1	0	0	0	3	0	1	33	9	0	92
17:30	14	3	1	0	2	25	1	0	2	0	0	0	0	30	8	0	86
17:45	8	4	1	1	0	19	0	0	1	1	1	1	1	25	6	0	69
Total	46	10	7	1	6	96	3	0	7	1	6	1	2	121	32	1	340
Grand Total	215	21	19	1	16	405	22	0	32	15	32	1	10	364	109	3	1265
Apprch %	84	8.2	7.4	0.4	3.6	91.4	5	0	40	18.8	40	1.2	2.1	74.9	22.4	0.6	
Total %	17	1.7	1.5	0.1	1.3	32	1.7	0	2.5	1.2	2.5	0.1	0.8	28.8	8.6	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912013
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	SEPULVEDA AVENUE Southbound					VICTORIA BOULEVARD Westbound					SEPULVEDA AVENUE Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**21**		**4**		**25**	2	**32**	1	0	35	1	**1**	2	0	4	**1**					**89**
07:45	12	1	0	0	13	**6**		**3**		**39**	**3**		**5**		**9**	0	12	**6**			
08:00	**6**	**2**	3	0	11	0	21	1	0	22	2	0	5	0	7	1	22	5	**1**	**29**	69
08:15	15	0	0	0	15	1	20	2	0	23	1	1	2	0	4	0	**25**	3	0	28	70
Total Volume	54	3	7	0	64	9	103	7	0	119	7	3	14	0	24	2	79	18	1	100	307
% App. Total	84.4	4.7	10.9	0		7.6	86.6	5.9	0		29.2	12.5	58.3	0		2	79	18	1		
PHF	.643	.375	.438	.000	.640	.375	.805	.583	.000	.763	.583	.750	.700	.000	.667	.500	.790	.750	.250	.862	.862

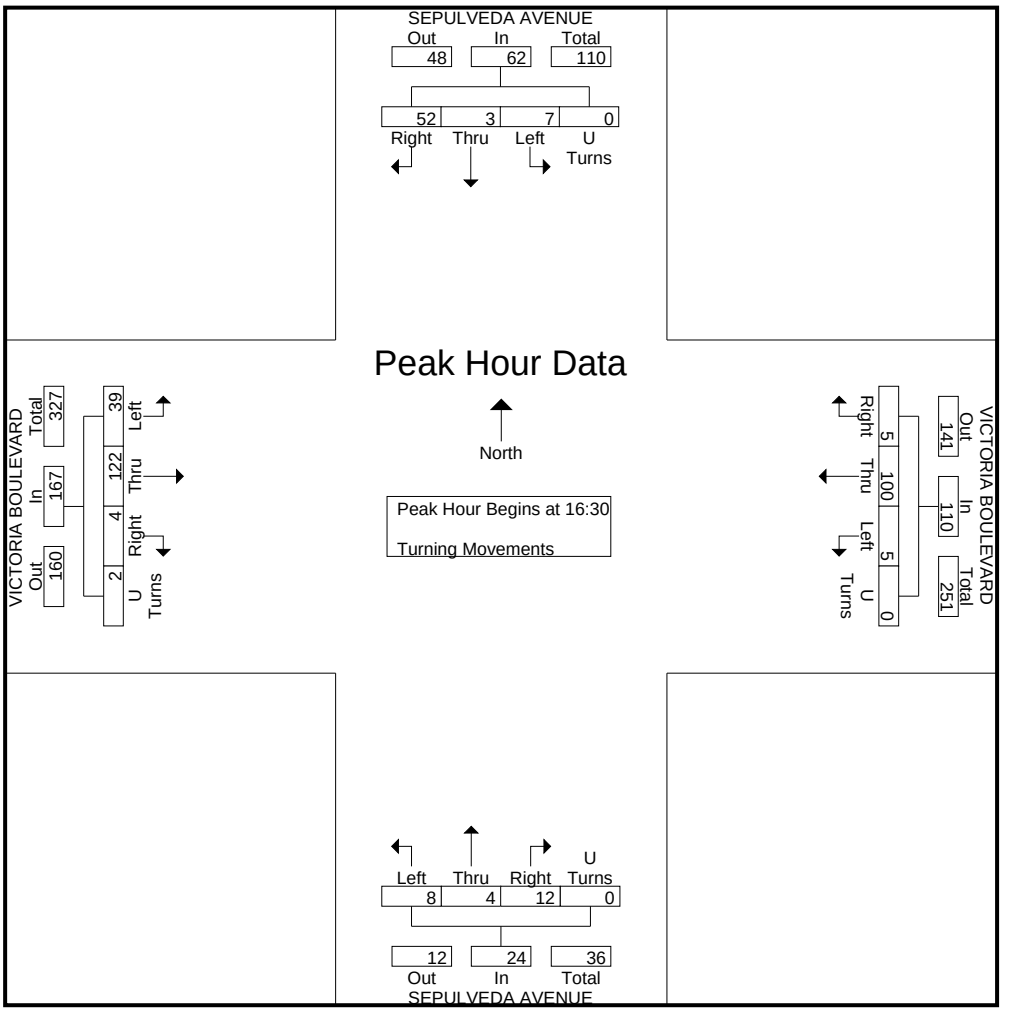


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912013
Site Code : 00000000
Start Date : 12/5/2019

	SEPULVEDA AVENUE Southbound					VICTORIA BOULEVARD Westbound					SEPULVEDA AVENUE Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**15**										**5**	**2**	1	0	**8**	0	29	**12**	**1**		
16:45	**13**	**0**	**1**	**0**	**14**	**0**	**28**	**2**	**0**	**30**	**3**	**2**	**2**	**0**	**7**	**3**	**27**	**9**	**0**	**39**	**90**
17:00	**13**	**1**	**5**	**0**	**19**	**2**	**22**	**1**	**0**	**25**	**4**	**0**	**2**	**0**	**6**	**0**	**33**	9	1	**43**	**93**
17:15	11	**2**	0	0	13	2	**30**	1	0	**33**	0	0	**3**								
Total Volume	52	3	7	0	62	5	100	5	0	110	12	4	8	0	24	4	122	39	2	167	363
% App. Total	83.9	4.8	11.3	0		4.5	90.9	4.5	0		50	16.7	33.3	0		2.4	73.1	23.4	1.2		
PHF	.867	.375	.350	.000	.816	.625	.833	.625	.000	.833	.600	.500	.667	.000	.750	.333	.924	.813	.500	.971	.976



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912014
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

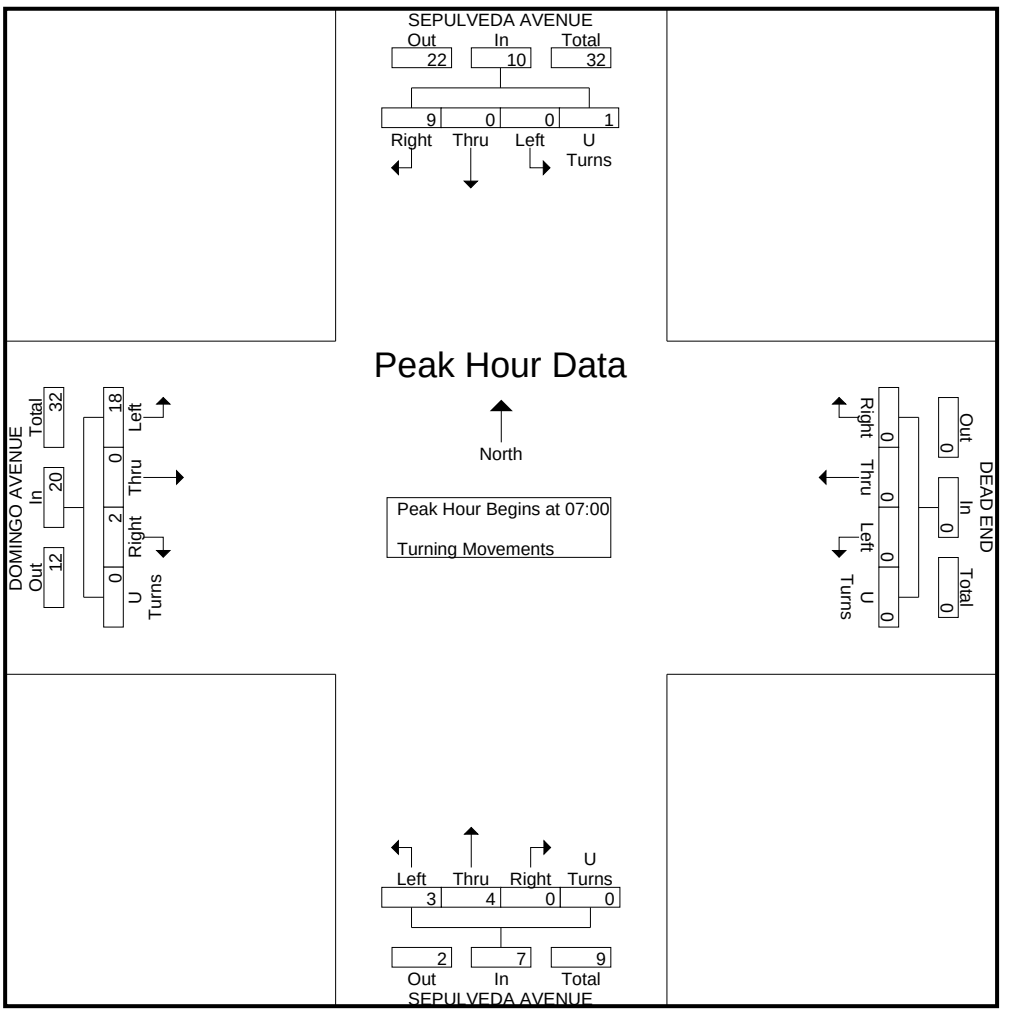
	SEPULVEDA AVENUE Southbound				DEAD END Westbound				SEPULVEDA AVENUE Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	2	0	0	0	0	0	0	0	0	2	2	0	1	0	3	0	10
07:15	2	0	0	1	0	0	0	0	0	0	1	0	0	0	7	0	11
07:30	2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	4
07:45	3	0	0	0	0	0	0	0	0	2	0	0	0	0	7	0	12
Total	9	0	0	1	0	0	0	0	0	4	3	0	2	0	18	0	37
08:00	2	0	0	0	0	0	0	0	0	3	0	0	0	0	2	0	7
08:15	3	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7
08:30	3	1	0	0	0	0	0	0	0	0	0	0	1	0	4	0	9
08:45	7	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	11
Total	15	1	0	0	0	0	0	0	0	3	0	0	1	0	14	0	34
16:00	3	1	0	0	0	0	0	0	0	1	0	0	0	0	5	0	10
16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2
16:30	1	0	0	0	0	0	0	0	0	1	0	0	1	0	7	0	10
16:45	3	0	0	1	0	0	0	0	0	0	0	0	2	0	6	0	12
Total	7	1	0	1	0	0	0	0	0	2	0	0	4	0	19	0	34
17:00	0	2	0	0	0	0	0	0	0	1	0	0	1	0	5	1	10
17:15	3	1	0	0	0	0	0	0	0	0	1	0	1	0	3	0	9
17:30	2	1	0	0	0	0	0	0	0	0	1	0	1	0	1	0	6
17:45	3	1	0	1	0	0	0	0	0	2	0	0	4	0	4	1	16
Total	8	5	0	1	0	0	0	0	0	3	2	0	7	0	13	2	41
Grand Total	39	7	0	3	0	0	0	0	0	12	5	0	14	0	64	2	146
Apprch %	79.6	14.3	0	6.1	0	0	0	0	0	70.6	29.4	0	17.5	0	80	2.5	
Total %	26.7	4.8	0	2.1	0	0	0	0	0	8.2	3.4	0	9.6	0	43.8	1.4	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912014
Site Code : 00000000
Start Date : 12/5/2019

	SEPULVEDA AVENUE Southbound					DEAD END Westbound					SEPULVEDA AVENUE Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	2	0	0	0	2	0	0	0	0	0	0	**2**	**2**		**4**	**1**					
07:15	**2**	**0**	**0**	**1**	**3**	0	0	0	0	0	0	0	1	0	1	0	0	**7**	**0**	**7**	11
07:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4
07:45	**3**																				**12**
Total Volume	9	0	0	1	10	0	0	0	0	0	0	4	3	0	7	2	0	18	0	20	37
% App. Total	90	0	0	10		0	0	0	0		0	57.1	42.9	0		10	0	90	0		
PHF	.750	.000	.000	.250	.833	.000	.000	.000	.000	.000	.000	.500	.375	.000	.438	.500	.000	.643	.000	.714	.771

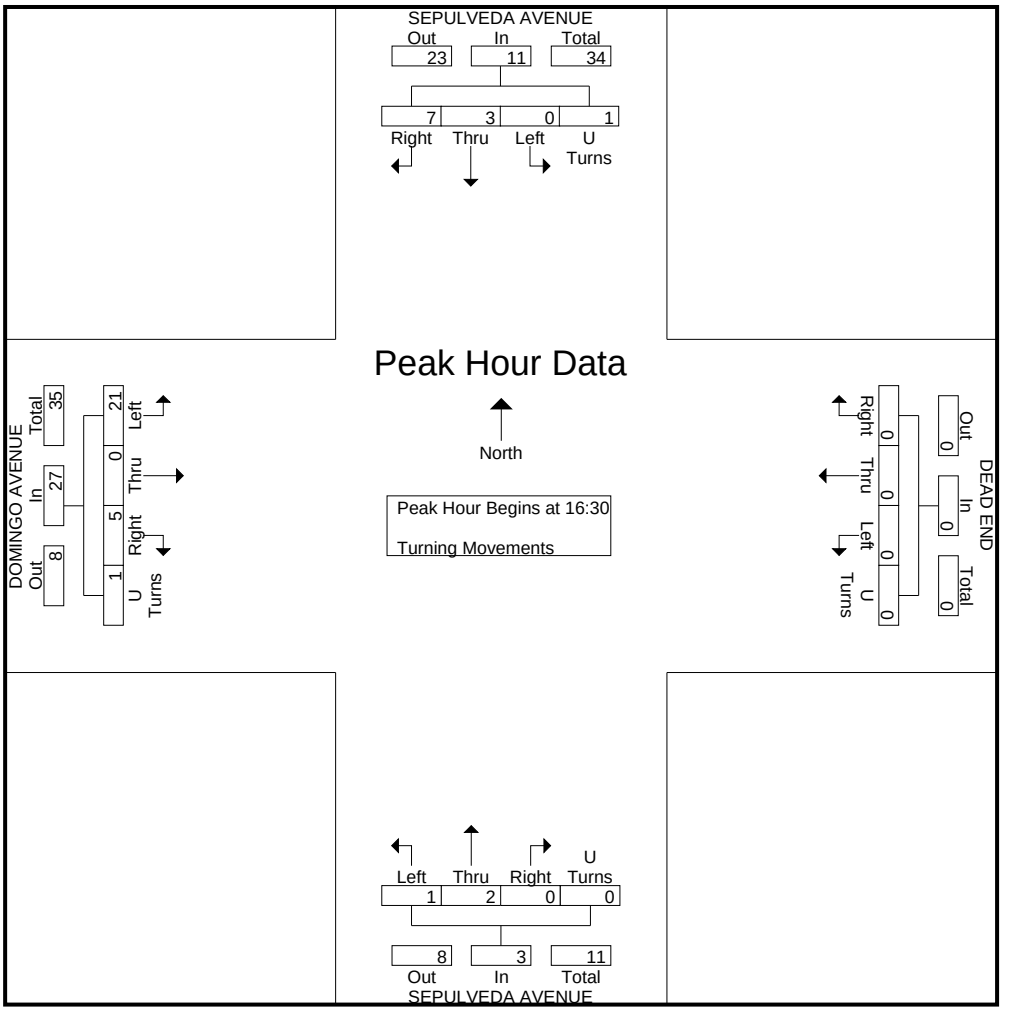


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912014
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	SEPULVEDA AVENUE Southbound					DEAD END Westbound					SEPULVEDA AVENUE Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	1	0	0	0	1	0	0	0	0	0	0	**1**	0	0	**1**	1	0	**7**		**8**	10
16:45	**3**			**1**	**4**	0	0	0	0	0	0	0	0	0	0	**2**					**12**
17:00	0	**2**	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	5	**1**		
17:15	**3**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**3**	**0**	**4**	**9**
Total Volume	7	3	0	1	11	0	0	0	0	0	0	2	1	0	3	5	0	21	1	27	41
% App. Total	63.6	27.3	0	9.1		0	0	0	0		0	66.7	33.3	0		18.5	0	77.8	3.7		
PHF	.583	.375	.000	.250	.688	.000	.000	.000	.000	.000	.000	.500	.250	.000	.750	.625	.000	.750	.250	.844	.854



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VICTORIA BOULEVARD

File Name : H1912015
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

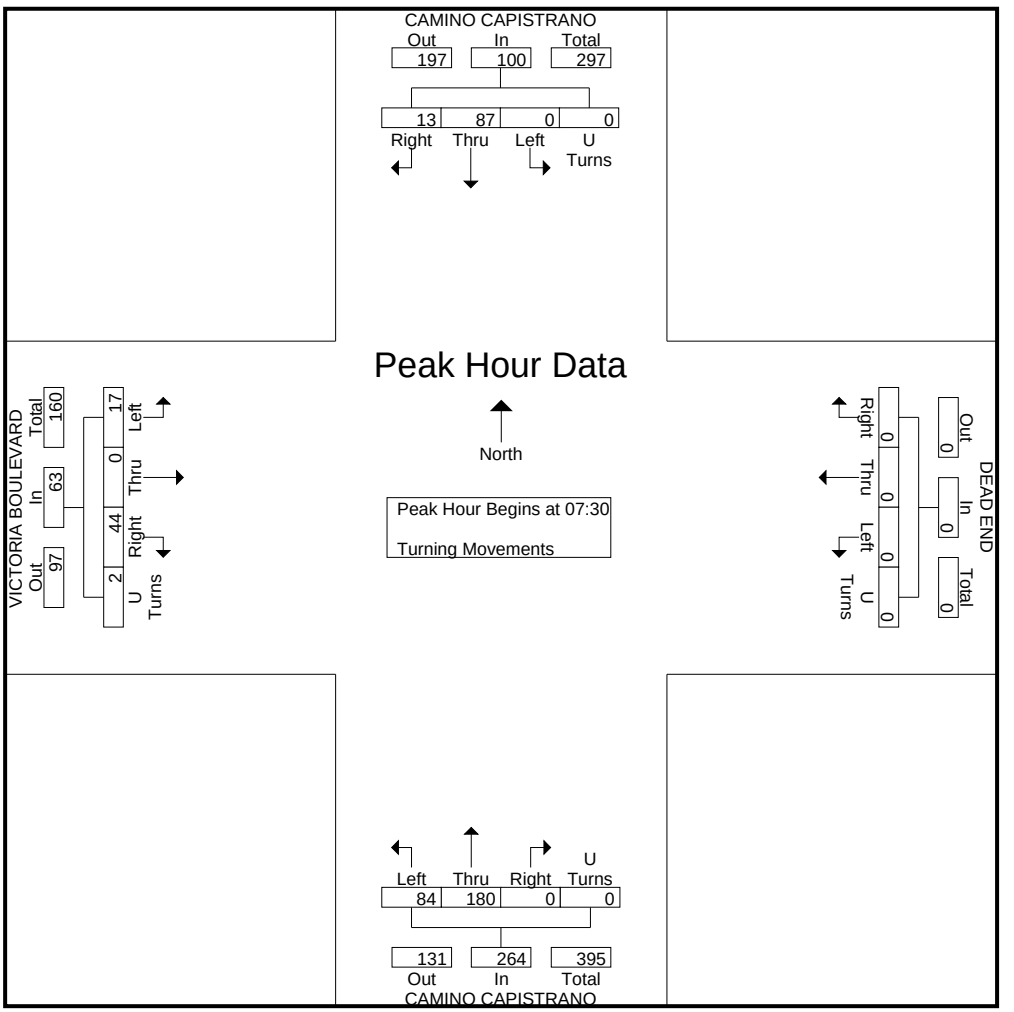
	CAMINO CAPISTRANO Southbound				DEAD END Westbound				CAMINO CAPISTRANO Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	1	15	0	0	0	0	0	0	0	20	10	0	2	0	3	0	51
07:15	2	12	0	0	0	0	0	0	0	30	17	0	6	0	2	0	69
07:30	6	32	0	0	0	0	0	0	0	50	23	0	14	0	1	0	126
07:45	4	20	0	0	0	0	0	0	0	42	31	0	7	0	3	1	108
Total	13	79	0	0	0	0	0	0	0	142	81	0	29	0	9	1	354
08:00	1	20	0	0	0	0	0	0	0	44	16	0	12	0	7	1	101
08:15	2	15	0	0	0	0	0	0	0	44	14	0	11	0	6	0	92
08:30	2	25	0	0	0	0	0	0	0	25	26	0	14	0	4	0	96
08:45	6	17	0	0	0	0	0	0	0	35	21	0	8	0	3	1	91
Total	11	77	0	0	0	0	0	0	0	148	77	0	45	0	20	2	380
16:00	0	37	0	0	0	0	0	0	0	32	19	0	30	0	2	0	120
16:15	0	31	0	0	0	0	0	0	0	23	29	0	16	0	3	0	102
16:30	4	39	0	0	0	0	0	0	0	27	14	0	27	0	4	0	115
16:45	3	41	0	0	0	0	0	0	0	31	20	0	22	0	6	0	123
Total	7	148	0	0	0	0	0	0	0	113	82	0	95	0	15	0	460
17:00	2	46	0	0	0	0	0	0	0	19	13	0	28	0	3	1	112
17:15	2	35	0	0	0	0	0	0	0	26	20	0	27	0	3	0	113
17:30	4	38	0	0	0	0	0	0	0	22	22	0	24	0	4	0	114
17:45	0	26	0	0	0	0	0	0	0	22	14	0	18	0	2	0	82
Total	8	145	0	0	0	0	0	0	0	89	69	0	97	0	12	1	421
Grand Total	39	449	0	0	0	0	0	0	0	492	309	0	266	0	56	4	1615
Apprch %	8	92	0	0	0	0	0	0	0	61.4	38.6	0	81.6	0	17.2	1.2	
Total %	2.4	27.8	0	0	0	0	0	0	0	30.5	19.1	0	16.5	0	3.5	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VICTORIA BOULEVARD

File Name : H1912015
Site Code : 00000000
Start Date : 12/5/2019

	CAMINO CAPISTRANO Southbound					DEAD END Westbound					CAMINO CAPISTRANO Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**6**	**32**	0	0	**38**	0	0	0	0	0	0	**50**	23	0	**73**	**14**					**126**
07:45	4	20	0	0	24	0	0	0	0	0	0	42	**31**						**1**		
08:00	**1**	**20**	**0**	**0**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**44**	**16**	**0**	**60**	**12**	**0**	**7**	**1**	**20**	101
08:15	2	15	0	0	17	0	0	0	0	0	0	44	14	0	58	11	0	6	0	17	92
Total Volume	13	87	0	0	100	0	0	0	0	0	0	180	84	0	264	44	0	17	2	63	427
% App. Total	13	87	0	0		0	0	0	0		0	68.2	31.8	0		69.8	0	27	3.2		
PHF	.542	.680	.000	.000	.658	.000	.000	.000	.000	.000	.000	.900	.677	.000	.904	.786	.000	.607	.500	.788	.847

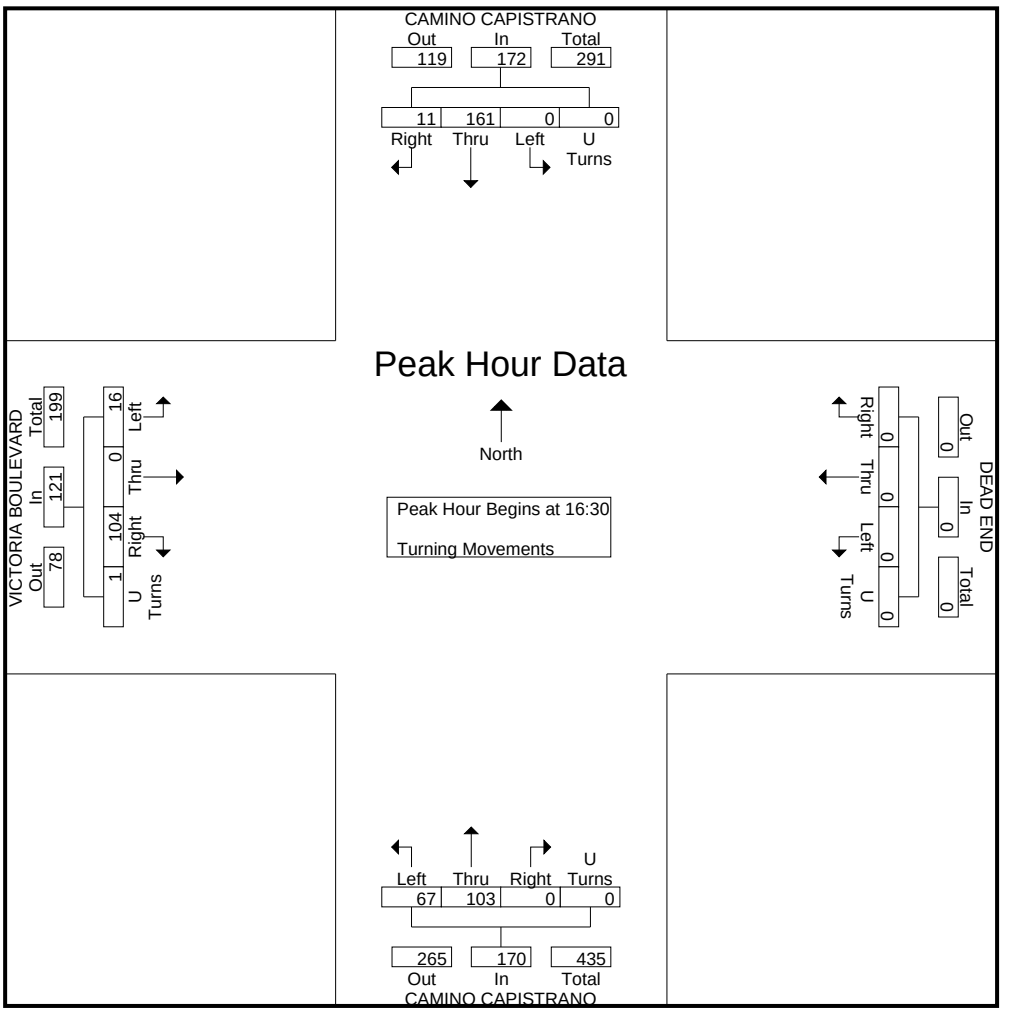


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VICTORIA BOULEVARD

File Name : H1912015
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	CAMINO CAPISTRANO Southbound					DEAD END Westbound					CAMINO CAPISTRANO Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	**4**																				
16:45	**3**	**41**	**0**	**0**	**44**	**0**	**0**	**0**	**0**	**0**	**0**	**31**	**20**	**0**	**51**	22	0	**6**	**0**	**28**	**123**
17:00	2	**46**	0	0	**48**	0	0	0	0	0	0	19	13	0	32	**28**			**1**	**32**	112
17:15	2	35	0	0	37	0	0	0	0	0	0	26	20	0	46	27	0	3	0	30	113
Total Volume	11	161	0	0	172	0	0	0	0	0	0	103	67	0	170	104	0	16	1	121	463
% App. Total	6.4	93.6	0	0		0	0	0	0		0	60.6	39.4	0		86	0	13.2	0.8		
PHF	.688	.875	.000	.000	.896	.000	.000	.000	.000	.000	.000	.831	.838	.000	.833	.929	.000	.667	.250	.945	.941



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VIA CANON

File Name : H1912016
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

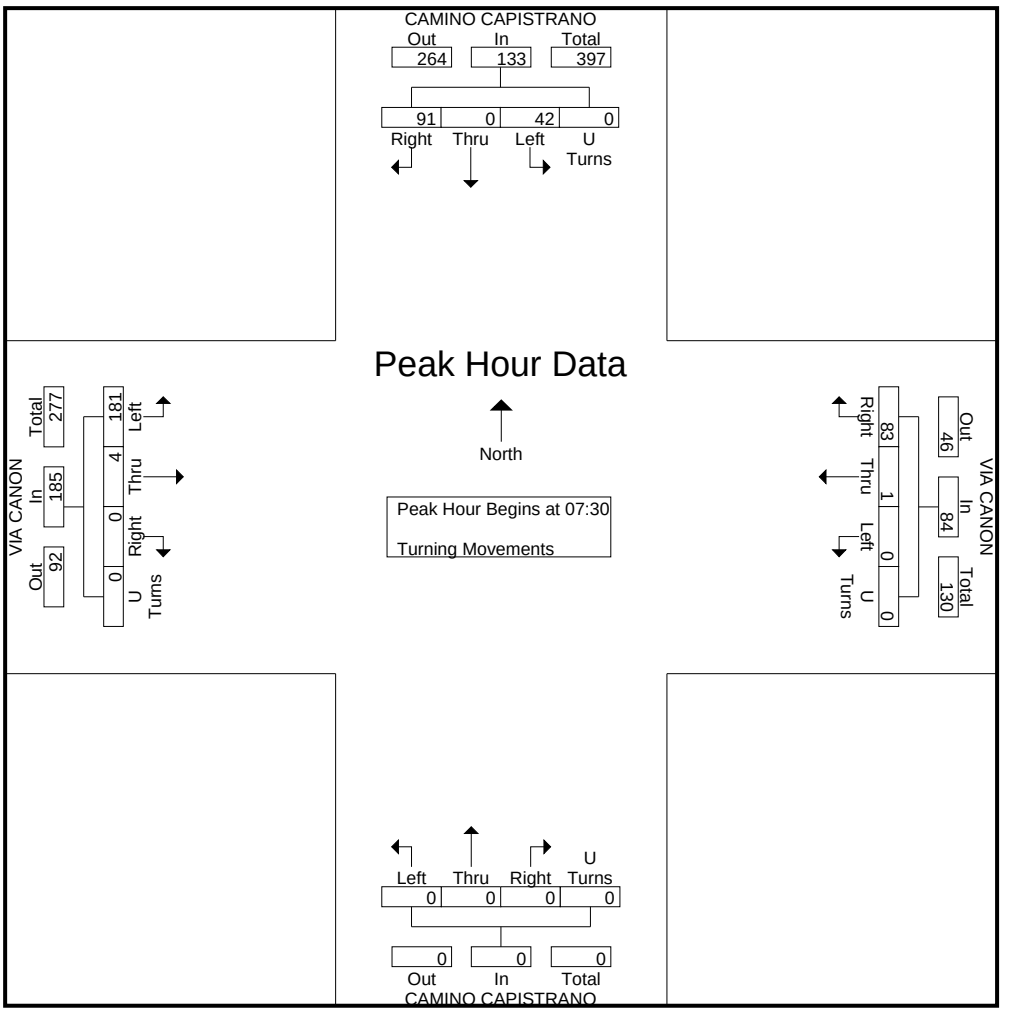
	CAMINO CAPISTRANO Southbound				VIA CANON Westbound				CAMINO CAPISTRANO Northbound				VIA CANON Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	8	0	9	0	5	0	0	0	0	0	0	0	0	0	26	0	48
07:15	15	0	4	0	13	0	0	0	0	0	0	0	0	1	34	0	67
07:30	34	0	9	0	23	0	0	0	0	0	0	0	0	1	51	0	118
07:45	23	0	8	0	23	0	0	0	0	0	0	0	0	0	50	0	104
Total	80	0	30	0	64	0	0	0	0	0	0	0	0	2	161	0	337
08:00	22	0	10	0	20	0	0	0	0	0	0	0	0	1	40	0	93
08:15	12	0	15	0	17	1	0	0	0	0	0	0	0	2	40	0	87
08:30	26	0	13	0	13	0	0	0	0	0	0	0	0	0	41	0	93
08:45	15	0	10	0	14	0	0	0	0	0	0	0	0	0	41	0	80
Total	75	0	48	0	64	1	0	0	0	0	0	0	0	3	162	0	353
16:00	40	0	25	0	12	0	0	0	0	0	0	0	0	1	43	0	121
16:15	30	0	14	0	19	0	0	1	0	0	0	0	0	0	32	0	96
16:30	43	0	28	0	8	0	0	0	0	0	0	0	0	1	34	0	114
16:45	37	0	27	0	12	0	0	0	0	0	0	0	0	0	38	0	114
Total	150	0	94	0	51	0	0	1	0	0	0	0	0	2	147	0	445
17:00	43	0	28	0	8	0	0	0	0	0	0	0	0	0	24	0	103
17:15	42	0	22	0	13	0	0	0	0	0	0	0	0	0	35	0	112
17:30	44	0	18	0	9	0	0	0	0	0	0	0	0	1	35	0	107
17:45	31	0	15	0	8	0	0	0	0	0	0	0	0	0	28	0	82
Total	160	0	83	0	38	0	0	0	0	0	0	0	0	1	122	0	404
Grand Total	465	0	255	0	217	1	0	1	0	0	0	0	0	8	592	0	1539
Apprch %	64.6	0	35.4	0	99.1	0.5	0	0.5	0	0	0	0	0	1.3	98.7	0	
Total %	30.2	0	16.6	0	14.1	0.1	0	0.1	0	0	0	0	0	0.5	38.5	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VIA CANON

File Name : H1912016
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	CAMINO CAPISTRANO Southbound					VIA CANON Westbound					CAMINO CAPISTRANO Northbound					VIA CANON Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	**34**				**43**	**23**				**23**	0	0	0	0	0	0	1	**51**		**52**	**118**
07:45	23	0	8	0	31	23	0	0	0	23	0	0	0	0	0	0	0	50	0	50	104
08:00	22	0	10	0	32	20	0	0	0	20	0	0	0	0	0	0	1	40	0	41	93
08:15	12	0	**15**				**1**	0	0	18	0	0	0	0	0	0	**2**	40	0	42	87
Total Volume	91	0	42	0	133	83	1	0	0	84	0	0	0	0	0	0	4	181	0	185	402
% App. Total	68.4	0	31.6	0		98.8	1.2	0	0		0	0	0	0		0	2.2	97.8	0		
PHF	.669	.000	.700	.000	.773	.902	.250	.000	.000	.913	.000	.000	.000	.000	.000	.000	.500	.887	.000	.889	.852

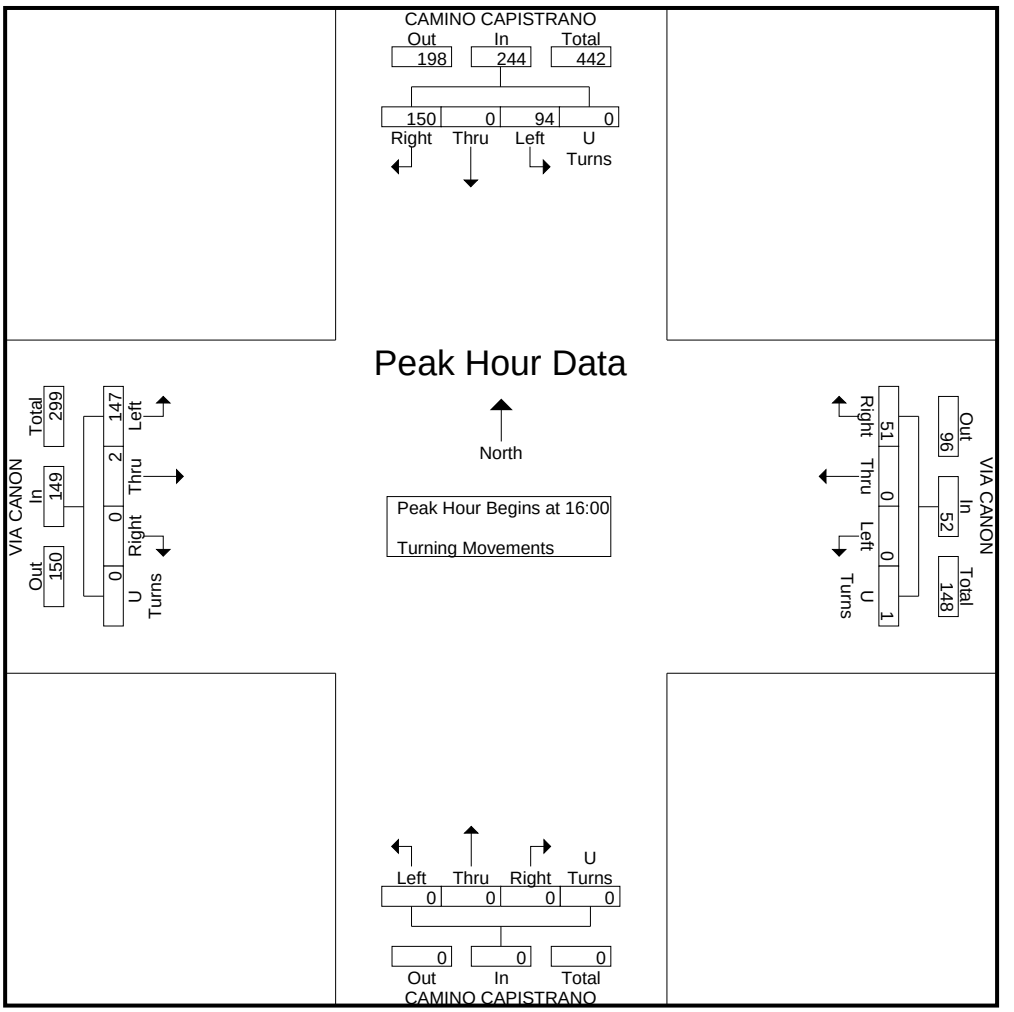


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VIA CANON

File Name : H1912016
Site Code : 00000000
Start Date : 12/5/2019
Page No : 3

	CAMINO CAPISTRANO Southbound					VIA CANON Westbound					CAMINO CAPISTRANO Northbound					VIA CANON Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	40	0	25	0	65	12	0	0	0	12	0	0	0	0	0	0	**1**	**43**		**44**	**121**
16:15	30	0	14	0	44	**19**			**1**	**20**	0	0	0	0	0	0	0	32	0	32	96
16:30	**43**		**28**		**71**	8	0	0	0	8	0	0	0	0	0	0	1	34	0	35	114
16:45	37	0	27	0	64	12	0	0	0	12	0	0	0	0	0	0	0	38	0	38	114
Total Volume	150	0	94	0	244	51	0	0	1	52	0	0	0	0	0	0	2	147	0	149	445
% App. Total	61.5	0	38.5	0		98.1	0	0	1.9		0	0	0	0		0	1.3	98.7	0		
PHF	.872	.000	.839	.000	.859	.671	.000	.000	.250	.650	.000	.000	.000	.000	.000	.000	.500	.855	.000	.847	.919



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: I-5 SB RAMPS
E-W Direction: CAMINO LAS RAMBLAS

File Name : H1912017
Site Code : 00000000
Start Date : 12/5/2019
Page No : 1

Groups Printed- Turning Movements

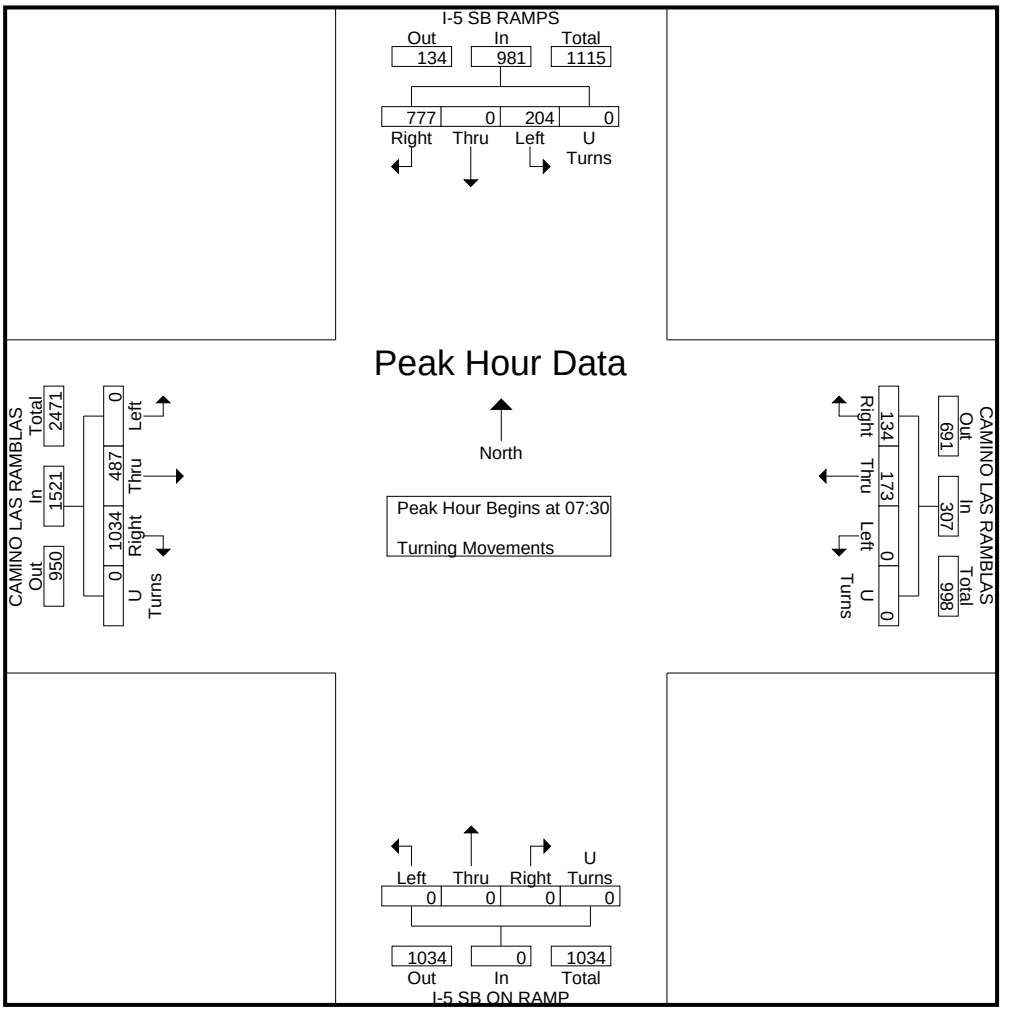
	I-5 SB RAMPS Southbound				CAMINO LAS RAMBLAS Westbound				I-5 SB ON RAMP Northbound				CAMINO LAS RAMBLAS Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
07:00	113	0	40	0	28	29	0	0	0	0	0	0	164	68	0	0	442
07:15	155	0	48	0	37	39	0	0	0	0	0	0	197	93	0	0	569
07:30	200	0	45	0	45	48	0	0	0	0	0	0	233	101	0	0	672
07:45	222	0	56	0	31	51	0	0	0	0	0	0	269	132	0	0	761
Total	690	0	189	0	141	167	0	0	0	0	0	0	863	394	0	0	2444
08:00	171	0	59	0	25	43	0	0	0	0	0	0	270	165	0	0	733
08:15	184	0	44	0	33	31	0	0	0	0	0	0	262	89	0	0	643
08:30	147	0	38	0	28	34	0	0	0	0	0	0	211	100	0	0	558
08:45	169	0	58	0	32	30	0	0	0	0	0	0	224	89	0	0	602
Total	671	0	199	0	118	138	0	0	0	0	0	0	967	443	0	0	2536
16:00	202	0	71	0	25	40	0	0	0	0	0	0	383	131	0	0	852
16:15	203	0	78	0	24	31	0	0	0	0	0	0	316	127	0	0	779
16:30	192	0	85	0	19	31	0	0	0	0	0	0	347	139	0	0	813
16:45	215	0	73	0	20	40	0	0	0	0	0	0	309	136	0	0	793
Total	812	0	307	0	88	142	0	0	0	0	0	0	1355	533	0	0	3237
17:00	222	0	63	0	32	34	0	0	0	0	0	0	298	141	0	0	790
17:15	178	0	79	0	21	29	0	0	0	0	0	0	355	139	0	0	801
17:30	185	0	63	0	35	37	0	1	0	0	0	0	305	134	0	0	760
17:45	189	0	72	0	26	32	0	0	0	0	0	0	243	110	0	0	672
Total	774	0	277	0	114	132	0	1	0	0	0	0	1201	524	0	0	3023
Grand Total	2947	0	972	0	461	579	0	1	0	0	0	0	4386	1894	0	0	11240
Apprch %	75.2	0	24.8	0	44.3	55.6	0	0.1	0	0	0	0	69.8	30.2	0	0	
Total %	26.2	0	8.6	0	4.1	5.2	0	0	0	0	0	0	39	16.9	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: I-5 SB RAMPS
E-W Direction: CAMINO LAS RAMBLAS

File Name : H1912017
Site Code : 00000000
Start Date : 12/5/2019
Page No : 2

	I-5 SB RAMPS Southbound					CAMINO LAS RAMBLAS Westbound					I-5 SB ON RAMP Northbound					CAMINO LAS RAMBLAS Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30																					
07:30	200	0	45	0	245	**45**				**93**	0	0	0	0	0	233	101	0	0	334	672
07:45	**222**				**278**	31	**51**	0	0	82	0	0	0	0	0	269	132	0	0	401	**761**
08:00	171	0	**59**													**270**	**165**	0	0	**435**	733
08:15	184	0	44	0	228	33	31	0	0	64	0	0	0	0	0	262	89	0	0	351	643
Total Volume	777	0	204	0	981	134	173	0	0	307	0	0	0	0	0	1034	487	0	0	1521	2809
% App. Total	79.2		20.8			43.6	56.4														
PHF	.875	.000	.864	.000	.882	.744	.848	.000	.000	.825	.000	.000	.000	.000	.000	.957	.738	.000	.000	.874	.923

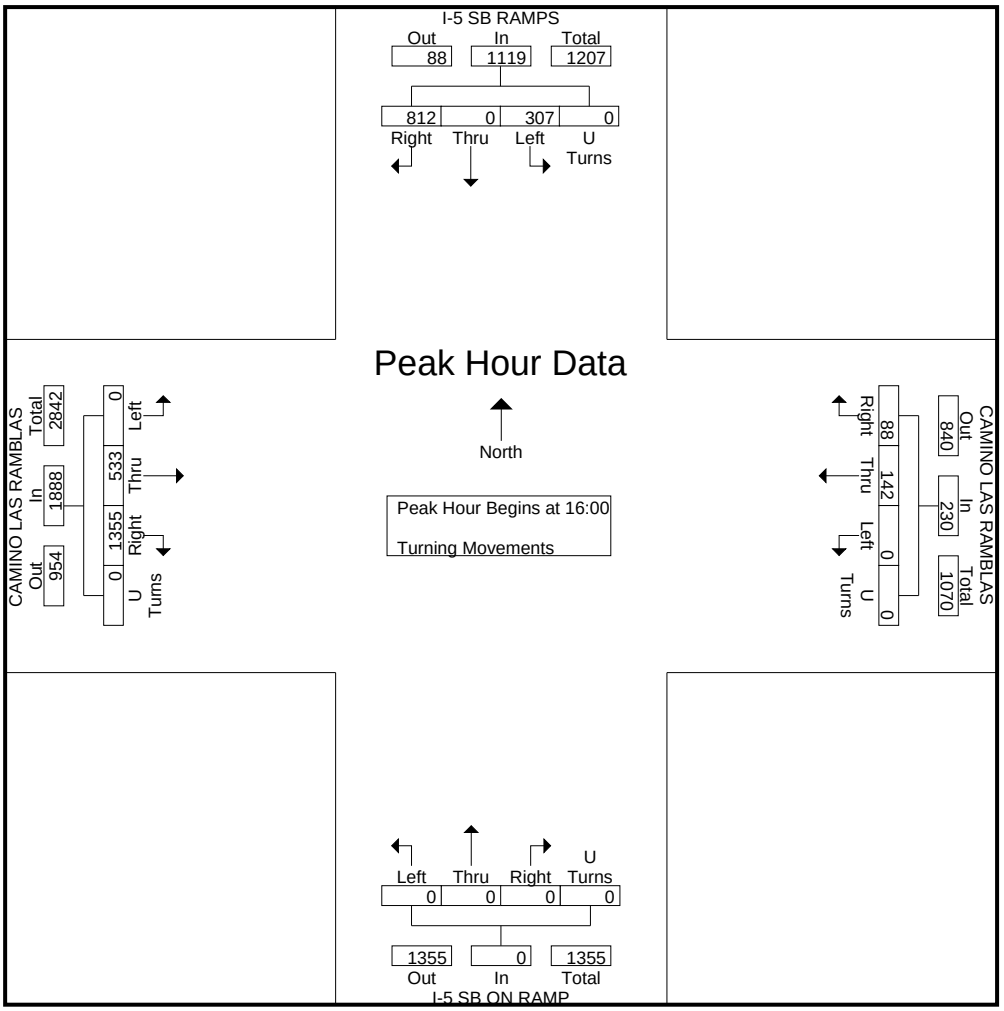


Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: I-5 SB RAMPS
E-W Direction: CAMINO LAS RAMBLAS

File Name : H1912017
Site Code : 00000000
Start Date : 12/5/2019

	I-5 SB RAMPS Southbound					CAMINO LAS RAMBLAS Westbound					I-5 SB ON RAMP Northbound					CAMINO LAS RAMBLAS Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:00																					
16:00	202	0	71	0	273	**25**	**40**	0	0	**65**	0	0	0	0	0	**383**				**514**	**852**
16:15	203	0	78	0	281	24	31	0	0	55	0	0	0	0	0	316	127	0	0	443	779
16:30	192	0	**85**														**139**	0	0	486	813
16:45	**215**				**288**	20	40	0	0	60	0	0	0	0	0	309	136	0	0	445	793
Total Volume	812	0	307	0	1119	88	142	0	0	230	0	0	0	0	0	1355	533	0	0	1888	3237
% App. Total	72.6		27.4			38.3	61.7									71.8	28.2				
PHF	.944	.000	.903	.000	.971	.880	.888	.000	.000	.885	.000	.000	.000	.000	.000	.884	.959	.000	.000	.918	.950



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DEL OBISPO STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912018
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

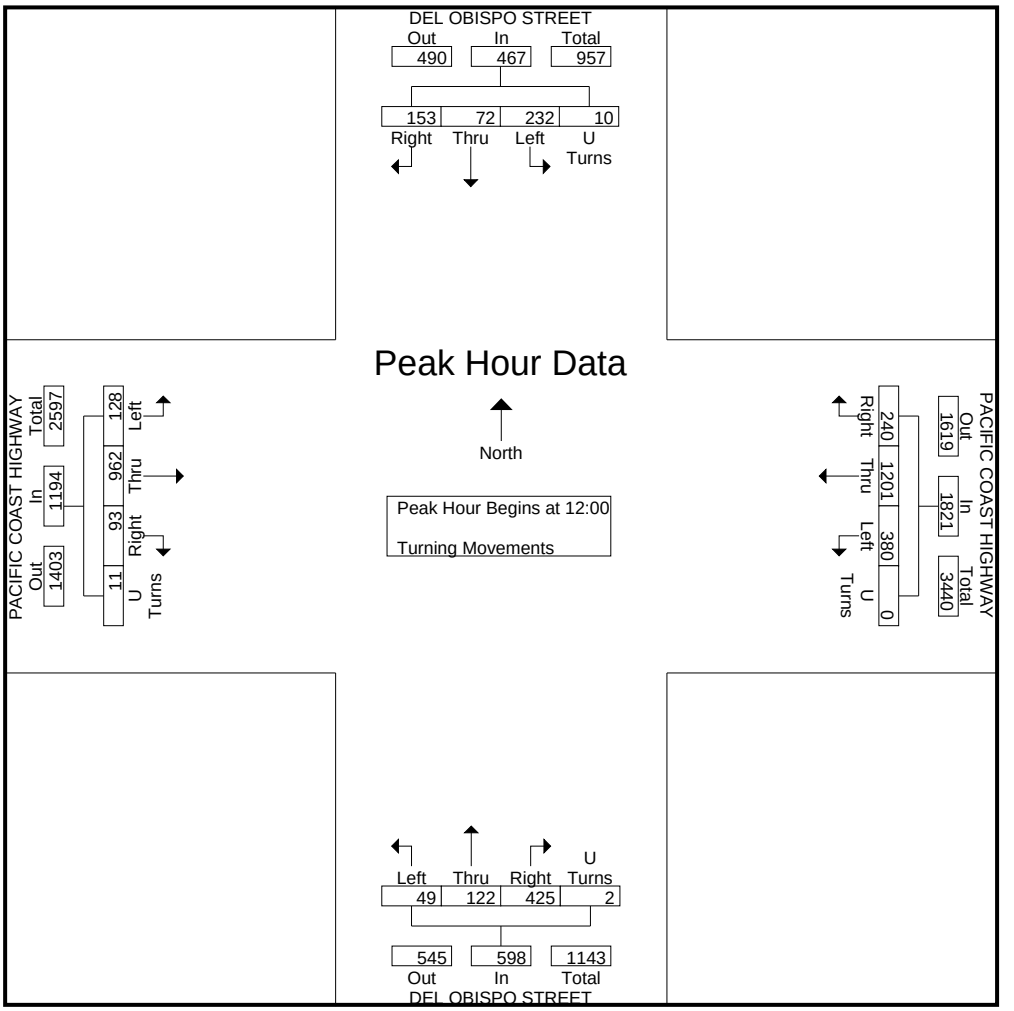
	DEL OBISPO STREET Southbound				PACIFIC COAST HIGHWAY Westbound				DEL OBISPO STREET Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	29	26	34	2	56	249	105	0	63	15	7	0	17	211	23	1	838
10:15	31	19	61	2	49	257	100	0	90	21	8	0	9	218	25	2	892
10:30	41	29	52	5	51	280	102	0	109	17	9	0	13	221	29	2	960
10:45	40	31	85	2	55	292	99	0	86	39	10	0	23	228	24	2	1016
Total	141	105	232	11	211	1078	406	0	348	92	34	0	62	878	101	7	3706
11:00	32	26	54	2	70	289	116	1	82	32	10	0	19	247	24	0	1004
11:15	30	29	72	2	55	255	105	0	99	31	16	0	18	211	26	3	952
11:30	31	15	53	2	67	277	106	0	95	29	6	0	23	265	37	0	1006
11:45	31	32	74	1	68	282	95	0	92	31	14	0	22	213	20	4	979
Total	124	102	253	7	260	1103	422	1	368	123	46	0	82	936	107	7	3941
12:00	27	16	65	1	66	296	105	0	106	29	13	0	18	252	37	2	1033
12:15	46	27	71	0	46	290	89	0	113	30	14	0	19	212	28	4	989
12:30	39	14	41	3	69	310	89	0	102	25	9	2	30	263	36	3	1035
12:45	41	15	55	6	59	305	97	0	104	38	13	0	26	235	27	2	1023
Total	153	72	232	10	240	1201	380	0	425	122	49	2	93	962	128	11	4080
13:00	39	16	65	1	58	281	104	0	114	31	14	0	24	248	22	2	1019
13:15	30	27	56	2	60	289	85	0	125	21	14	0	22	220	27	0	978
13:30	39	20	50	3	62	274	106	0	112	24	12	0	23	268	28	1	1022
13:45	44	15	67	0	61	280	93	0	96	21	10	0	23	265	31	1	1007
Total	152	78	238	6	241	1124	388	0	447	97	50	0	92	1001	108	4	4026
Grand Total	570	357	955	34	952	4506	1596	1	1588	434	179	2	329	3777	444	29	15753
Apprch %	29.7	18.6	49.8	1.8	13.5	63.9	22.6	0	72.1	19.7	8.1	0.1	7.2	82.5	9.7	0.6	
Total %	3.6	2.3	6.1	0.2	6	28.6	10.1	0	10.1	2.8	1.1	0	2.1	24	2.8	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DEL OBISPO STREET
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912018
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	DEL OBISPO STREET Southbound					PACIFIC COAST HIGHWAY Westbound					DEL OBISPO STREET Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00																					
12:00	27	16	65	1	109	66	296	**105**										**37**			
12:15	**46**	**27**	**71**	**0**	**144**	46	290	89	0	425	**113**	**30**	**14**	**0**	**157**	19	212	28	**4**	**263**	**989**
12:30	**39**	**14**	**41**	**3**	**97**	**69**	**310**	89	0	**468**	102	25	9	**2**	**138**	**30**	**263**	36	3	**332**	**1035**
12:45	41	15	55	**6**								**38**	13	0	155	26	235	27	2	290	1023
Total Volume	153	72	232	10	467	240	1201	380	0	1821	425	122	49	2	598	93	962	128	11	1194	4080
% App. Total	32.8	15.4	49.7	2.1		13.2	66	20.9	0		71.1	20.4	8.2	0.3		7.8	80.6	10.7	0.9		
PHF	.832	.667	.817	.417	.811	.870	.969	.905	.000	.973	.940	.803	.875	.250	.952	.775	.914	.865	.688	.899	.986



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: STONEHILL DRIVE

File Name : H1912019
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

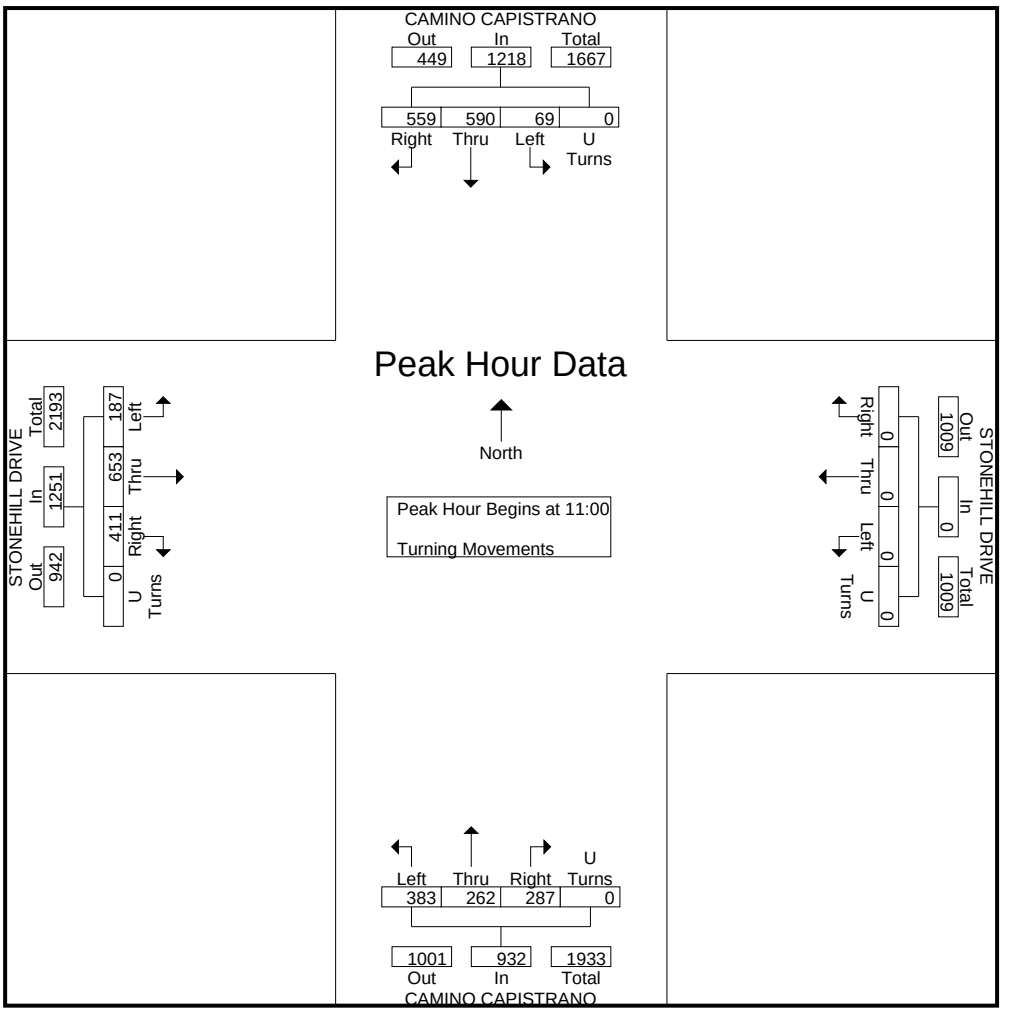
	CAMINO CAPISTRANO Southbound				STONEHILL DRIVE Westbound				CAMINO CAPISTRANO Northbound				STONEHILL DRIVE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	118	106	23	0	0	0	0	0	93	65	73	0	108	169	46	0	801
10:15	112	107	8	0	0	0	0	0	71	85	91	0	86	147	36	0	743
10:30	143	150	15	0	0	0	0	0	54	62	76	0	96	198	56	0	850
10:45	115	131	16	0	0	0	0	0	69	52	88	0	113	161	58	0	803
Total	488	494	62	0	0	0	0	0	287	264	328	0	403	675	196	0	3197
11:00	128	152	19	0	0	0	0	0	65	57	89	0	96	168	46	0	820
11:15	138	144	15	0	0	0	0	0	70	78	95	0	102	168	56	0	866
11:30	163	147	17	0	0	0	0	0	77	70	96	0	91	141	39	0	841
11:45	130	147	18	0	0	0	0	0	75	57	103	0	122	176	46	0	874
Total	559	590	69	0	0	0	0	0	287	262	383	0	411	653	187	0	3401
12:00	130	114	25	0	0	0	0	0	99	70	82	0	109	132	42	0	803
12:15	126	130	13	0	0	0	0	0	78	70	109	0	103	141	38	0	808
12:30	131	138	15	0	0	0	0	0	82	83	88	0	103	133	35	0	808
12:45	141	141	23	0	0	0	0	0	81	67	125	0	103	163	35	0	879
Total	528	523	76	0	0	0	0	0	340	290	404	0	418	569	150	0	3298
13:00	144	155	22	0	0	0	0	0	103	69	81	0	106	142	26	0	848
13:15	130	121	15	0	0	0	0	0	77	86	132	0	98	121	44	0	824
13:30	158	146	11	0	0	0	0	0	83	62	80	0	91	136	32	0	799
13:45	143	126	12	0	0	0	0	0	66	74	100	0	89	149	38	0	797
Total	575	548	60	0	0	0	0	0	329	291	393	0	384	548	140	0	3268
Grand Total	2150	2155	267	0	0	0	0	0	1243	1107	1508	0	1616	2445	673	0	13164
Apprch %	47	47.1	5.8	0	0	0	0	0	32.2	28.7	39.1	0	34.1	51.6	14.2	0	
Total %	16.3	16.4	2	0	0	0	0	0	9.4	8.4	11.5	0	12.3	18.6	5.1	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: STONEHILL DRIVE

File Name : H1912019
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	CAMINO CAPISTRANO Southbound					STONEHILL DRIVE Westbound					CAMINO CAPISTRANO Northbound					STONEHILL DRIVE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00																					
11:00	128	**152**	**19**																		
11:15	**138**	**144**	**15**	**0**	**297**	**0**	**0**	**0**	**0**	**0**	**70**	**78**	95	0	**243**	102	168	**56**	**0**	**326**	**866**
11:30	**163**	**147**	**17**	**0**	**327**	0	0	0	0	0	**77**	**70**	**96**	**0**	**243**	**91**	**141**	**39**	**0**	**271**	**841**
11:45	**130**	**147**	**18**	**0**	**295**	**0**	**0**	**0**	**0**	**0**	**75**	**57**	**103**	**0**	**235**	**122**	**176**	46	0	**344**	**874**
Total Volume	559	590	69	0	1218	0	0	0	0	0	287	262	383	0	932	411	653	187	0	1251	3401
% App. Total	45.9	48.4	5.7	0		0	0	0	0		30.8	28.1	41.1	0		32.9	52.2	14.9	0		
PHF	.857	.970	.908	.000	.931	.000	.000	.000	.000	.000	.932	.840	.930	.000	.959	.842	.928	.835	.000	.909	.973



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912020
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

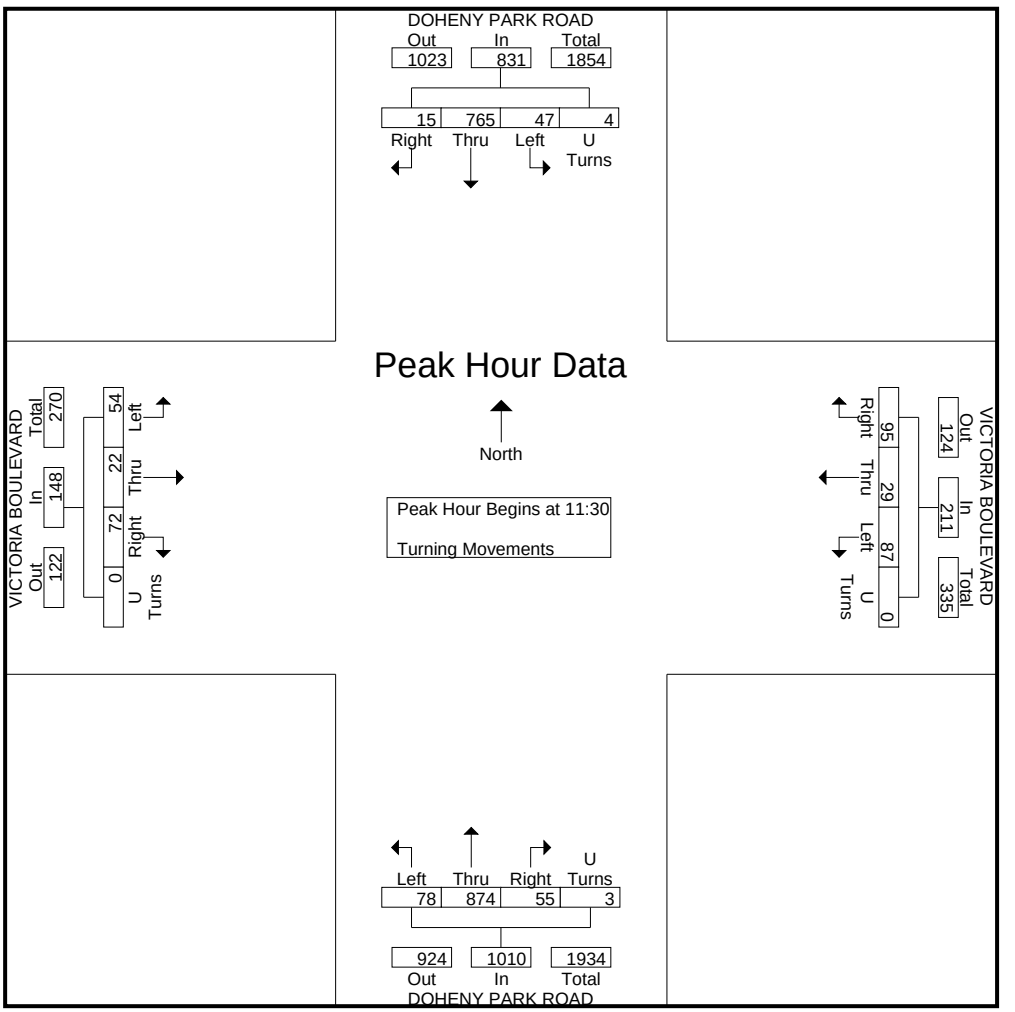
	DOHENY PARK ROAD Southbound				VICTORIA BOULEVARD Westbound				DOHENY PARK ROAD Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	1	144	9	0	18	2	20	0	9	163	14	1	4	3	8	0	396
10:15	6	146	9	0	20	4	14	0	12	221	15	0	19	4	9	0	479
10:30	2	155	11	0	17	5	21	0	7	190	26	1	10	5	8	0	458
10:45	1	193	7	0	23	3	20	0	16	187	22	1	17	3	20	0	513
Total	10	638	36	0	78	14	75	0	44	761	77	3	50	15	45	0	1846
11:00	4	164	15	0	27	4	26	0	11	187	16	1	9	3	8	0	475
11:15	6	186	10	2	30	5	17	0	7	221	19	2	9	4	19	0	537
11:30	6	202	16	1	21	4	23	0	17	225	20	1	17	4	8	0	565
11:45	1	203	15	0	22	8	23	0	12	194	17	2	20	5	16	0	538
Total	17	755	56	3	100	21	89	0	47	827	72	6	55	16	51	0	2115
12:00	6	187	11	1	20	10	20	0	10	226	18	0	18	5	17	0	549
12:15	2	173	5	2	32	7	21	0	16	229	23	0	17	8	13	0	548
12:30	4	199	8	1	19	7	21	0	12	195	27	1	15	5	16	0	530
12:45	1	214	7	1	22	8	17	0	14	202	26	0	14	4	18	0	548
Total	13	773	31	5	93	32	79	0	52	852	94	1	64	22	64	0	2175
13:00	1	167	11	0	17	6	17	0	12	180	24	6	15	5	11	0	472
13:15	0	180	10	0	22	9	24	0	12	211	16	0	17	13	20	0	534
13:30	0	214	11	1	25	5	19	0	12	237	22	2	18	3	11	0	580
13:45	1	189	19	1	11	8	21	0	15	195	16	0	16	10	19	0	521
Total	2	750	51	2	75	28	81	0	51	823	78	8	66	31	61	0	2107
Grand Total	42	2916	174	10	346	95	324	0	194	3263	321	18	235	84	221	0	8243
Apprch %	1.3	92.8	5.5	0.3	45.2	12.4	42.4	0	5.1	86	8.5	0.5	43.5	15.6	40.9	0	
Total %	0.5	35.4	2.1	0.1	4.2	1.2	3.9	0	2.4	39.6	3.9	0.2	2.9	1	2.7	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912020
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	DOHENY PARK ROAD Southbound					VICTORIA BOULEVARD Westbound					DOHENY PARK ROAD Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30																					
11:30	**6**		**16**		**225**	21	4	**23**			**17**										**565**
11:45	1	**203**	15	0	219	22	8	23	0	53	12	194	17	**2**		**20**				**41**	538
12:00	6	187	11	1	205	20	**10**	20	0	50	10	226	18	0	254	18	5	**17**			
12:15	**2**	**173**	**5**	**2**	**182**	**32**	**7**	**21**	**0**	**60**	16	**229**	**23**	**0**	**268**	17	**8**	13	0	38	548
Total Volume	15	765	47	4	831	95	29	87	0	211	55	874	78	3	1010	72	22	54	0	148	2200
% App. Total	1.8	92.1	5.7	0.5		45	13.7	41.2	0		5.4	86.5	7.7	0.3		48.6	14.9	36.5	0		
PHF	.625	.942	.734	.500	.923	.742	.725	.946	.000	.879	.809	.954	.848	.375	.942	.900	.688	.794	.000	.902	.973



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912021
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

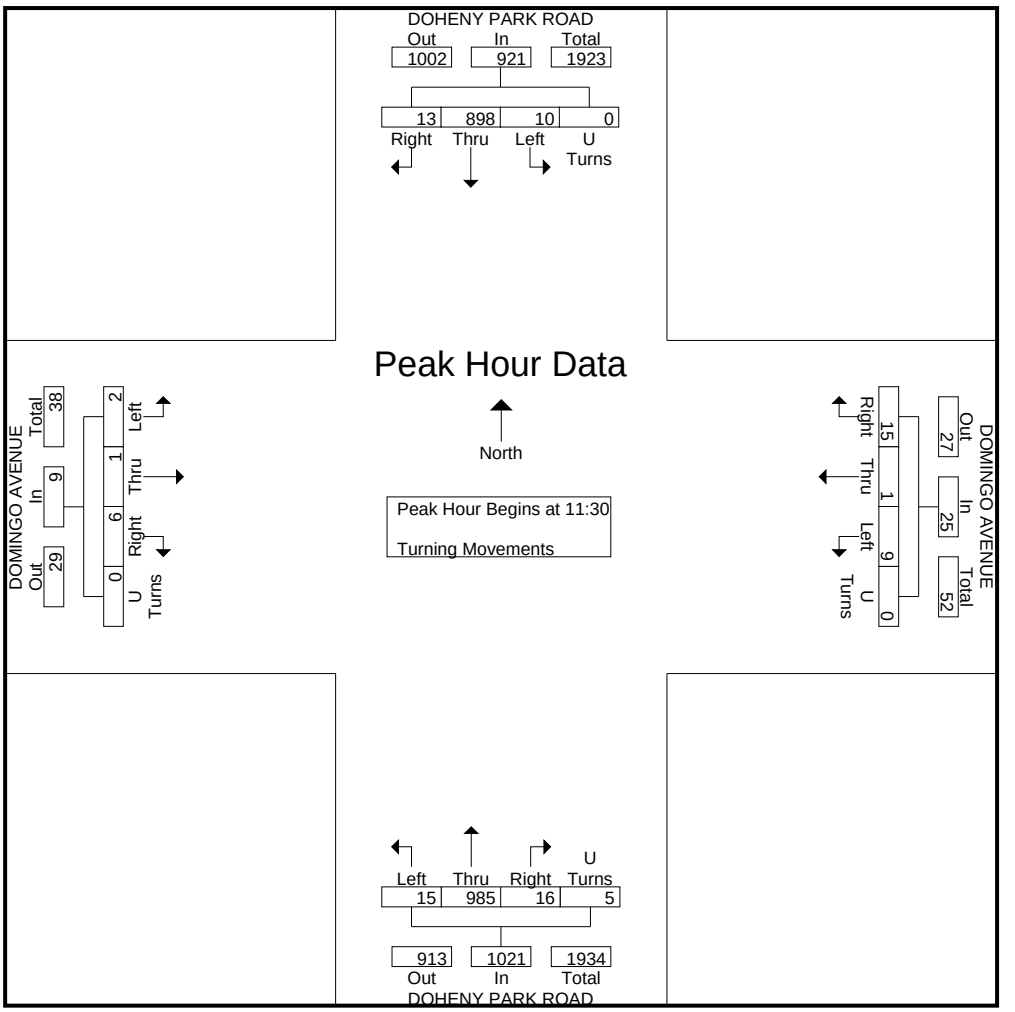
	DOHENY PARK ROAD Southbound				DOMINGO AVENUE Westbound				DOHENY PARK ROAD Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	3	167	2	0	2	0	1	0	7	189	6	0	4	0	2	0	383
10:15	2	173	6	0	3	0	1	0	2	237	4	1	4	1	0	0	434
10:30	3	176	1	0	2	0	3	0	3	225	3	2	2	0	2	0	422
10:45	4	226	3	0	4	0	3	0	6	223	3	1	4	0	0	0	477
Total	12	742	12	0	11	0	8	0	18	874	16	4	14	1	4	0	1716
11:00	2	192	2	0	4	1	2	0	12	208	3	2	3	0	1	0	432
11:15	5	209	0	0	6	0	0	0	6	236	6	0	2	0	0	0	470
11:30	4	232	3	0	4	0	2	0	5	257	5	1	2	1	1	0	517
11:45	2	242	3	0	5	0	0	0	2	216	5	1	2	0	0	0	478
Total	13	875	8	0	19	1	4	0	25	917	19	4	9	1	2	0	1897
12:00	2	220	3	0	4	0	6	0	6	254	1	1	1	0	1	0	499
12:15	5	204	1	0	2	1	1	0	3	258	4	2	1	0	0	0	482
12:30	1	230	6	0	4	0	1	0	6	237	2	0	3	0	0	0	490
12:45	4	235	0	0	2	0	3	0	5	227	5	7	1	0	3	0	492
Total	12	889	10	0	12	1	11	0	20	976	12	10	6	0	4	0	1963
13:00	0	202	1	0	6	0	1	0	6	221	6	4	1	1	1	0	450
13:15	0	219	1	2	3	0	1	0	3	233	9	2	6	0	1	0	480
13:30	6	240	2	0	3	0	0	0	8	255	8	1	2	0	0	0	525
13:45	3	218	4	0	2	0	1	0	6	231	3	2	7	0	0	0	477
Total	9	879	8	2	14	0	3	0	23	940	26	9	16	1	2	0	1932
Grand Total	46	3385	38	2	56	2	26	0	86	3707	73	27	45	3	12	0	7508
Apprch %	1.3	97.5	1.1	0.1	66.7	2.4	31	0	2.2	95.2	1.9	0.7	75	5	20	0	
Total %	0.6	45.1	0.5	0	0.7	0	0.3	0	1.1	49.4	1	0.4	0.6	0	0.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912021
Site Code : 00000000
Start Date : 12/7/2019

	DOHENY PARK ROAD Southbound					DOMINGO AVENUE Westbound					DOHENY PARK ROAD Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30																					
11:30	4	232	**3**										**5**		**268**	**2**	**1**	**1**		**4**	**517**
11:45	2	**242**	3	0	**247**	**5**															
12:00	**2**	**220**	**3**	**0**	**225**	**4**	**0**	**6**	**0**	**10**	**6**	**254**	**1**	**1**	**262**	**1**	**0**	**1**	**0**	**2**	**499**
12:15	**5**	**204**	**1**	**0**	**210**	**2**	**1**	1	0	4	3	**258**	4	**2**	**267**	**1**	**0**	**0**	**0**	**1**	**482**
Total Volume	13	898	10	0	921	15	1	9	0	25	16	985	15	5	1021	6	1	2	0	9	1976
% App. Total	1.4	97.5	1.1	0		60	4	36	0		1.6	96.5	1.5	0.5		66.7	11.1	22.2	0		
PHF	.650	.928	.833	.000	.932	.750	.250	.375	.000	.625	.667	.954	.750	.625	.952	.750	.250	.500	.000	.563	.956



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: LAS VEGAS AVENUE

File Name : H1912022
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

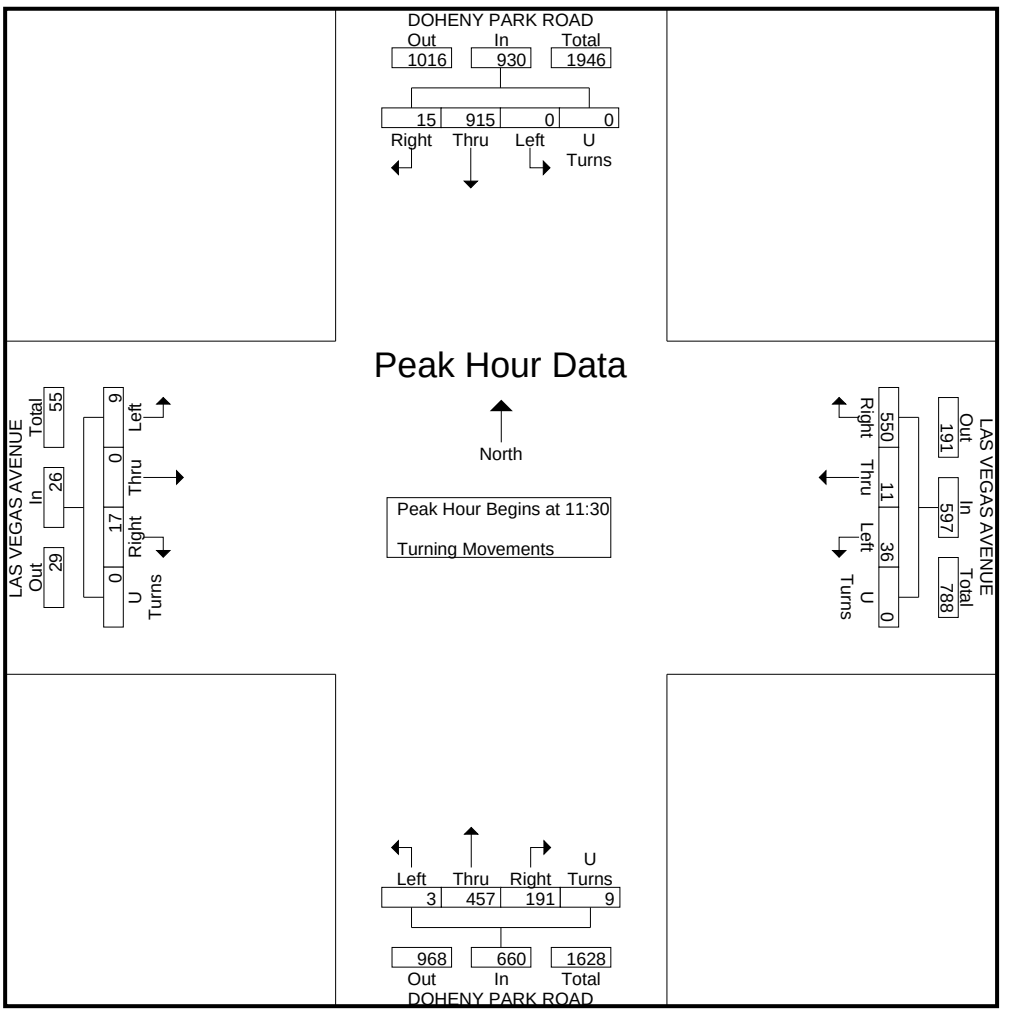
	DOHENY PARK ROAD Southbound				LAS VEGAS AVENUE Westbound				DOHENY PARK ROAD Northbound				LAS VEGAS AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	4	168	0	0	111	1	18	0	54	84	1	4	1	0	3	0	449
10:15	3	188	0	0	154	1	11	0	41	93	2	5	0	0	2	0	500
10:30	0	179	0	0	142	9	18	0	36	86	3	4	4	0	4	0	485
10:45	2	226	0	0	128	2	20	0	66	102	1	2	3	0	4	0	556
Total	9	761	0	0	535	13	67	0	197	365	7	15	8	0	13	0	1990
11:00	7	196	0	0	128	3	11	0	57	88	0	1	7	0	5	0	503
11:15	2	205	0	0	151	2	8	0	55	106	4	3	4	0	2	0	542
11:30	3	232	0	0	148	2	11	0	51	107	1	3	4	0	3	0	565
11:45	4	254	0	0	134	3	7	0	52	91	0	5	5	0	2	0	557
Total	16	887	0	0	561	10	37	0	215	392	5	12	20	0	12	0	2167
12:00	2	220	0	0	138	5	10	0	46	118	0	0	1	0	3	0	543
12:15	6	209	0	0	130	1	8	0	42	141	2	1	7	0	1	0	548
12:30	4	215	0	0	134	1	11	0	48	105	1	0	6	0	2	0	527
12:45	7	250	0	0	132	3	13	0	55	102	1	2	5	0	2	0	572
Total	19	894	0	0	534	10	42	0	191	466	4	3	19	0	8	0	2190
13:00	3	198	0	0	114	1	7	0	45	121	4	2	9	0	6	0	510
13:15	2	234	0	0	133	4	12	0	44	107	2	2	4	1	2	0	547
13:30	4	230	0	0	158	3	13	0	42	112	0	1	2	1	4	0	570
13:45	1	222	0	1	149	2	13	0	55	86	1	2	4	0	0	0	536
Total	10	884	0	1	554	10	45	0	186	426	7	7	19	2	12	0	2163
Grand Total	54	3426	0	1	2184	43	191	0	789	1649	23	37	66	2	45	0	8510
Apprch %	1.6	98.4	0	0	90.3	1.8	7.9	0	31.6	66	0.9	1.5	58.4	1.8	39.8	0	
Total %	0.6	40.3	0	0	25.7	0.5	2.2	0	9.3	19.4	0.3	0.4	0.8	0	0.5	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: LAS VEGAS AVENUE

File Name : H1912022
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	DOHENY PARK ROAD Southbound					LAS VEGAS AVENUE Westbound					DOHENY PARK ROAD Northbound					LAS VEGAS AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:30																					
11:30	3	232	0	0	235	**148**		**11**		**161**	51	107	1	3	162	4	0	**3**			**565**
11:45	4	**254**	0	0	**258**	134	3	7	0	144	**52**			**5**							
12:00	**2**	**220**	**0**	**0**	**222**	**138**	**5**	10	0	153	46	118	0	0	164	1	0	3	0	4	543
12:15	**6**											**141**	**2**		**186**	**7**				**8**	548
Total Volume	15	915	0	0	930	550	11	36	0	597	191	457	3	9	660	17	0	9	0	26	2213
% App. Total	1.6	98.4	0	0		92.1	1.8	6	0		28.9	69.2	0.5	1.4		65.4	0	34.6	0		
PHF	.625	.901	.000	.000	.901	.929	.550	.818	.000	.927	.918	.810	.375	.450	.887	.607	.000	.750	.000	.813	.979



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912023
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

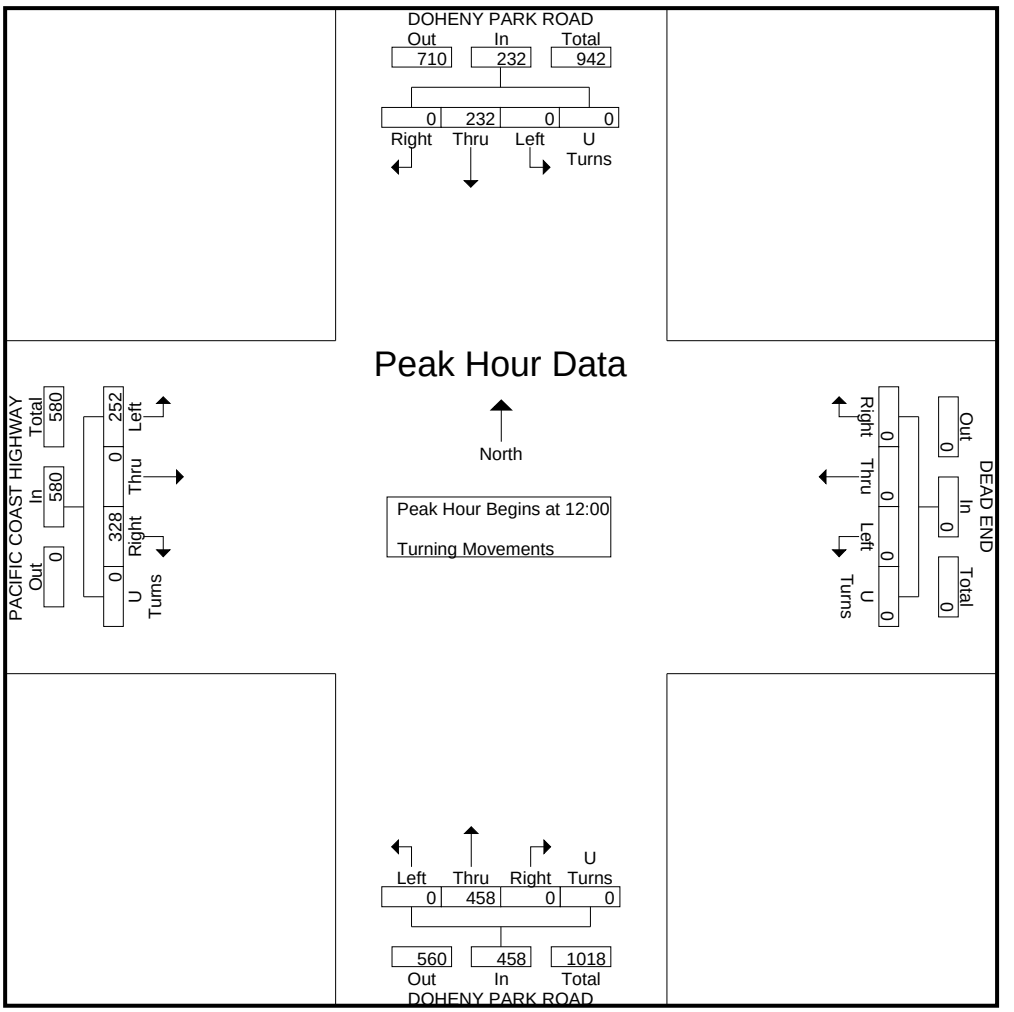
	DOHENY PARK ROAD Southbound				DEAD END Westbound				DOHENY PARK ROAD Northbound				PACIFIC COAST HIGHWAY Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	0	43	0	0	0	0	0	0	0	109	0	0	54	0	44	0	250
10:15	0	55	0	0	0	0	0	0	0	101	0	0	83	0	52	0	291
10:30	0	45	0	0	0	0	0	0	0	92	0	0	78	0	49	0	264
10:45	0	65	0	0	0	0	0	0	0	135	0	0	70	0	59	0	329
Total	0	208	0	0	0	0	0	0	0	437	0	0	285	0	204	0	1134
11:00	0	52	0	0	0	0	0	0	0	119	0	0	74	0	45	0	290
11:15	0	63	0	0	0	0	0	0	0	107	0	0	71	0	53	0	294
11:30	0	58	0	0	0	0	0	0	0	130	0	0	82	0	55	0	325
11:45	0	69	0	0	0	0	0	0	0	101	0	0	72	0	47	0	289
Total	0	242	0	0	0	0	0	0	0	457	0	0	299	0	200	0	1198
12:00	0	51	0	0	0	0	0	0	0	100	0	0	94	0	75	0	320
12:15	0	45	0	0	0	0	0	0	0	137	0	0	71	0	67	0	320
12:30	0	64	0	0	0	0	0	0	0	103	0	0	83	0	55	0	305
12:45	0	72	0	0	0	0	0	0	0	118	0	0	80	0	55	0	325
Total	0	232	0	0	0	0	0	0	0	458	0	0	328	0	252	0	1270
13:00	0	44	0	0	0	0	0	0	0	127	0	0	84	0	54	0	309
13:15	0	64	0	0	0	0	0	0	0	123	0	0	75	0	48	0	310
13:30	0	66	0	0	0	0	0	0	0	111	0	0	81	0	52	0	310
13:45	0	67	0	0	0	0	0	0	0	105	0	0	96	0	58	0	326
Total	0	241	0	0	0	0	0	0	0	466	0	0	336	0	212	0	1255
Grand Total	0	923	0	0	0	0	0	0	0	1818	0	0	1248	0	868	0	4857
Apprch %	0	100	0	0	0	0	0	0	0	100	0	0	59	0	41	0	
Total %	0	19	0	0	0	0	0	0	0	37.4	0	0	25.7	0	17.9	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: PACIFIC COAST HIGHWAY

File Name : H1912023
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	DOHENY PARK ROAD Southbound					DEAD END Westbound					DOHENY PARK ROAD Northbound					PACIFIC COAST HIGHWAY Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00																					
12:00	0	51	0	0	51	0	0	0	0	0	0	100	0	0	100	**94**		**75**		**169**	320
12:15	0	45	0	0	45	0	0	0	0	0	0	**137**	0	0	**137**	71	0	67	0	138	320
12:30	0	64	0	0	64	0	0	0	0	0	0	103	0	0	103	83	0	55	0	138	305
12:45	0	**72**	0	0	**72**	0	0	0	0	0	0	118	0	0	118	80	0	55	0	135	**325**
Total Volume	0	232	0	0	232	0	0	0	0	0	0	458	0	0	458	328	0	252	0	580	1270
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		56.6	0	43.4	0		
PHF	.000	.806	.000	.000	.806	.000	.000	.000	.000	.000	.000	.836	.000	.000	.836	.872	.000	.840	.000	.858	.977



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912024
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

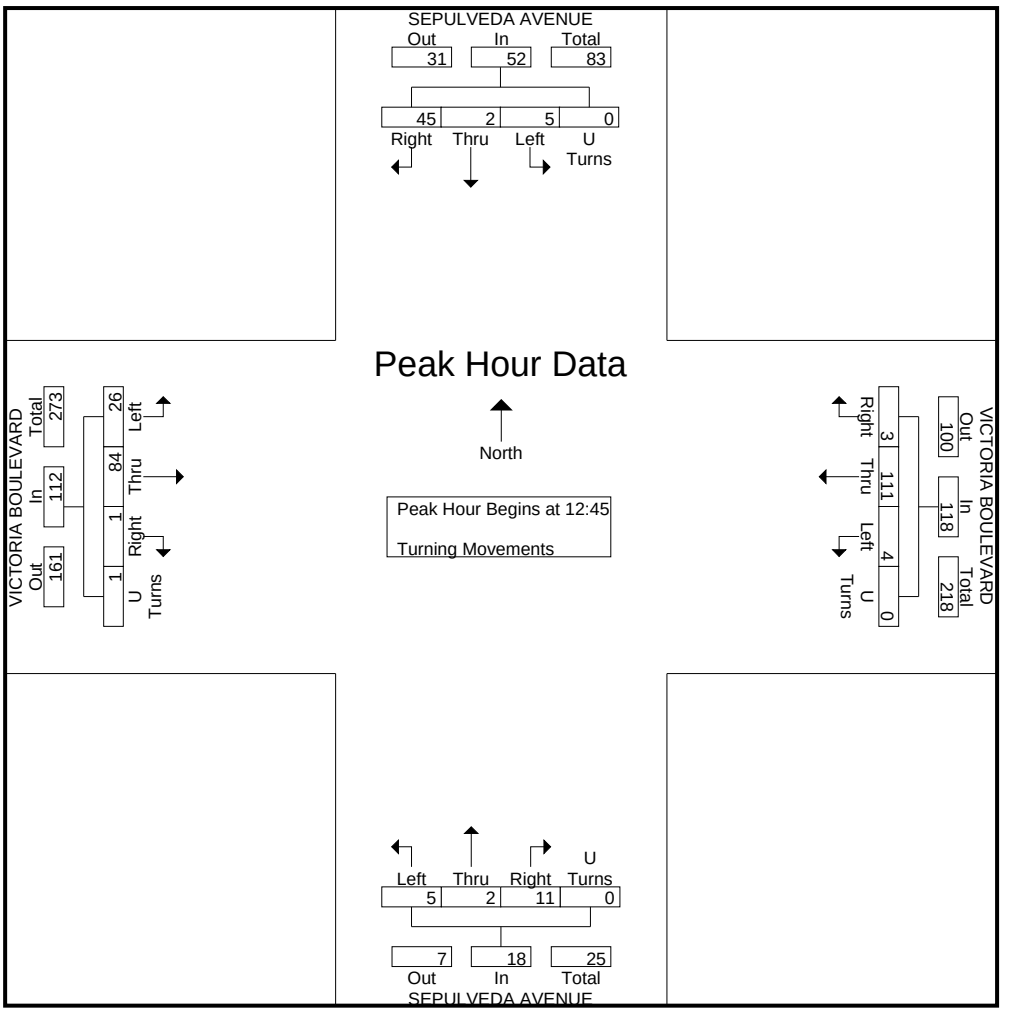
	SEPULVEDA AVENUE Southbound				VICTORIA BOULEVARD Westbound				SEPULVEDA AVENUE Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	11	0	0	0	0	22	1	0	3	2	1	0	1	18	4	0	63
10:15	2	0	0	0	0	23	1	0	2	2	1	0	1	19	5	0	56
10:30	9	0	0	0	0	22	0	0	0	0	2	0	0	15	2	1	51
10:45	8	0	2	0	1	22	2	0	1	0	0	0	2	18	6	0	62
Total	30	0	2	0	1	89	4	0	6	4	4	0	4	70	17	1	232
11:00	7	1	0	0	0	29	0	0	4	0	5	0	1	23	2	1	73
11:15	10	2	0	0	0	24	0	0	0	1	3	0	0	15	4	0	59
11:30	7	0	0	0	1	32	1	0	2	1	1	0	2	21	4	0	72
11:45	7	0	0	0	2	30	0	0	4	1	0	0	1	19	6	0	70
Total	31	3	0	0	3	115	1	0	10	3	9	0	4	78	16	1	274
12:00	10	2	1	0	0	27	1	0	2	0	2	0	1	16	4	0	66
12:15	8	0	0	0	0	33	0	0	2	0	1	0	0	21	2	0	67
12:30	7	0	0	0	0	28	1	0	0	1	1	0	0	17	6	0	61
12:45	11	2	0	0	0	31	0	0	4	0	1	0	1	20	6	0	76
Total	36	4	1	0	0	119	2	0	8	1	5	0	2	74	18	0	270
13:00	4	0	0	0	1	22	1	0	2	1	2	0	0	20	4	0	57
13:15	14	0	4	0	1	33	2	0	0	1	0	0	0	28	10	0	93
13:30	16	0	1	0	1	25	1	0	5	0	2	0	0	16	6	1	74
13:45	11	3	0	0	0	16	0	0	0	2	1	0	2	33	4	0	72
Total	45	3	5	0	3	96	4	0	7	4	5	0	2	97	24	1	296
Grand Total	142	10	8	0	7	419	11	0	31	12	23	0	12	319	75	3	1072
Apprch %	88.8	6.2	5	0	1.6	95.9	2.5	0	47	18.2	34.8	0	2.9	78	18.3	0.7	
Total %	13.2	0.9	0.7	0	0.7	39.1	1	0	2.9	1.1	2.1	0	1.1	29.8	7	0.3	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912024
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	SEPULVEDA AVENUE Southbound					VICTORIA BOULEVARD Westbound					SEPULVEDA AVENUE Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	11	**2**	0	0	13	0	31	0	0	31	4	0	1	0	5	**1**					
13:00	**4**	**0**	**0**	**0**	**4**	**1**	**22**	**1**	**0**	**24**	**2**	**1**	**2**	**0**	**5**	**0**	**20**	**4**	**0**	**24**	**57**
13:15	**14**	**0**	**4**	**0**	**18**	1	**33**	**2**	**0**	**36**	0	1	0	0	1	0	**28**	**10**	**0**	**38**	**93**
13:30	**16**										**5**				**7**	0	16	6	**1**		
Total Volume	45	2	5	0	52	3	111	4	0	118	11	2	5	0	18	1	84	26	1	112	300
% App. Total	86.5	3.8	9.6	0		2.5	94.1	3.4	0		61.1	11.1	27.8	0		0.9	75	23.2	0.9		
PHF	.703	.250	.313	.000	.722	.750	.841	.500	.000	.819	.550	.500	.625	.000	.643	.250	.750	.650	.250	.737	.806



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912025
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

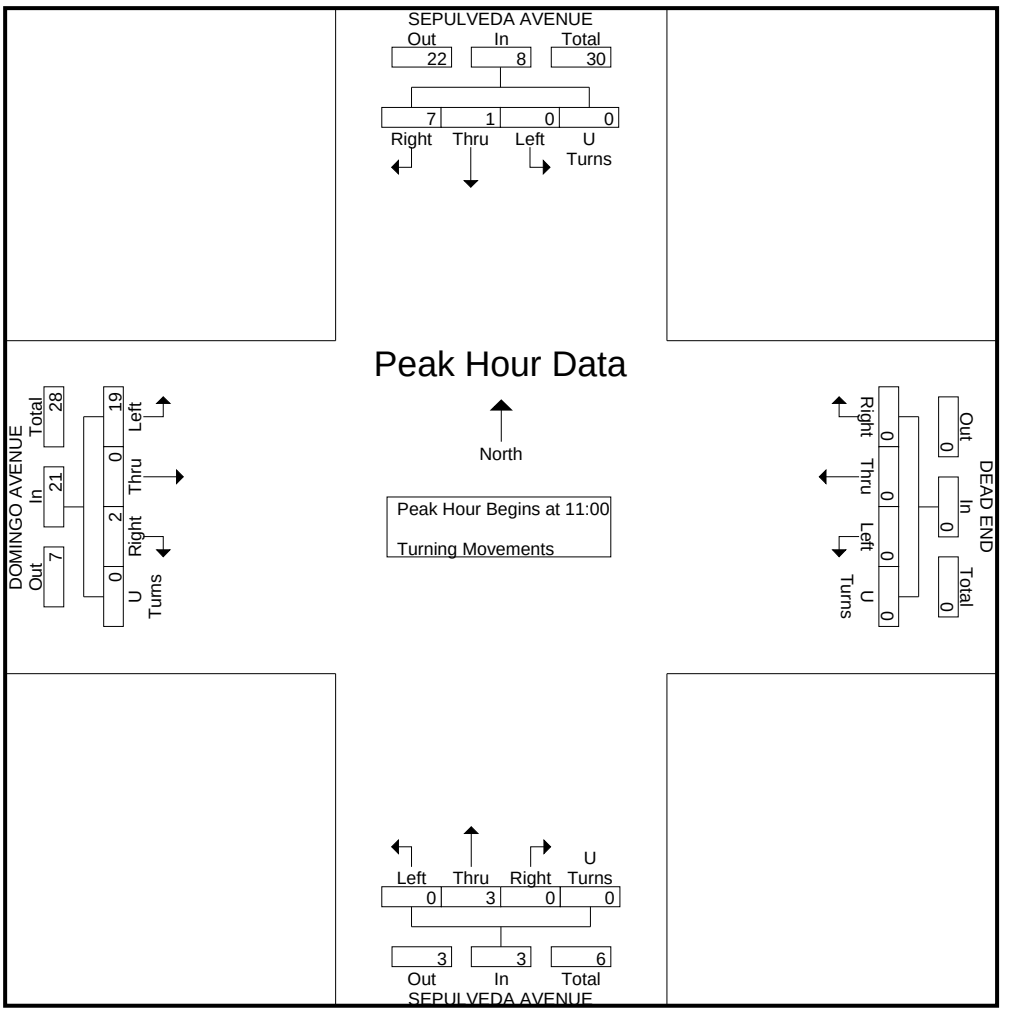
	SEPULVEDA AVENUE Southbound				DEAD END Westbound				SEPULVEDA AVENUE Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	2	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	10
10:15	2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	5
10:30	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
10:45	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	8	0	0	0	0	0	0	0	0	1	0	0	1	0	11	0	21
11:00	1	1	0	0	0	0	0	0	0	1	0	0	1	0	8	0	12
11:15	2	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	7
11:30	3	0	0	0	0	0	0	0	0	1	0	0	0	0	4	0	8
11:45	1	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	5
Total	7	1	0	0	0	0	0	0	0	3	0	0	2	0	19	0	32
12:00	3	0	0	1	0	0	0	0	0	0	0	0	1	0	3	0	8
12:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4
12:30	1	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	5
12:45	2	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	7
Total	6	2	0	1	0	0	0	0	0	0	1	0	1	0	13	0	24
13:00	1	0	0	0	0	0	0	0	0	1	0	0	1	0	4	0	7
13:15	2	0	0	0	0	0	0	0	0	1	1	0	1	0	0	0	5
13:30	1	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	9
13:45	2	3	0	0	0	0	0	0	0	1	0	0	0	0	2	1	9
Total	6	3	0	0	0	0	0	0	0	4	1	0	3	0	12	1	30
Grand Total	27	6	0	1	0	0	0	0	0	8	2	0	7	0	55	1	107
Apprch %	79.4	17.6	0	2.9	0	0	0	0	0	80	20	0	11.1	0	87.3	1.6	
Total %	25.2	5.6	0	0.9	0	0	0	0	0	7.5	1.9	0	6.5	0	51.4	0.9	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912025
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	SEPULVEDA AVENUE Southbound					DEAD END Westbound					SEPULVEDA AVENUE Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00																					
11:00	1	**1**	0	0	2	0	0	0	0	0	0	**1**	0	0	**1**	**1**		**8**		**9**	**12**
11:15	2	0	0	0	2	0	0	0	0	0	0	1	0	0	1	1	0	3	0	4	7
11:30	**3**				**3**	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	8
11:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Total Volume	7	1	0	0	8	0	0	0	0	0	0	3	0	0	3	2	0	19	0	21	32
% App. Total	87.5	12.5	0	0		0	0	0	0		0	100	0	0		9.5	0	90.5	0		
PHF	.583	.250	.000	.000	.667	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.500	.000	.594	.000	.583	.667



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VICTORIA BOULEVARD

File Name : H1912026
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

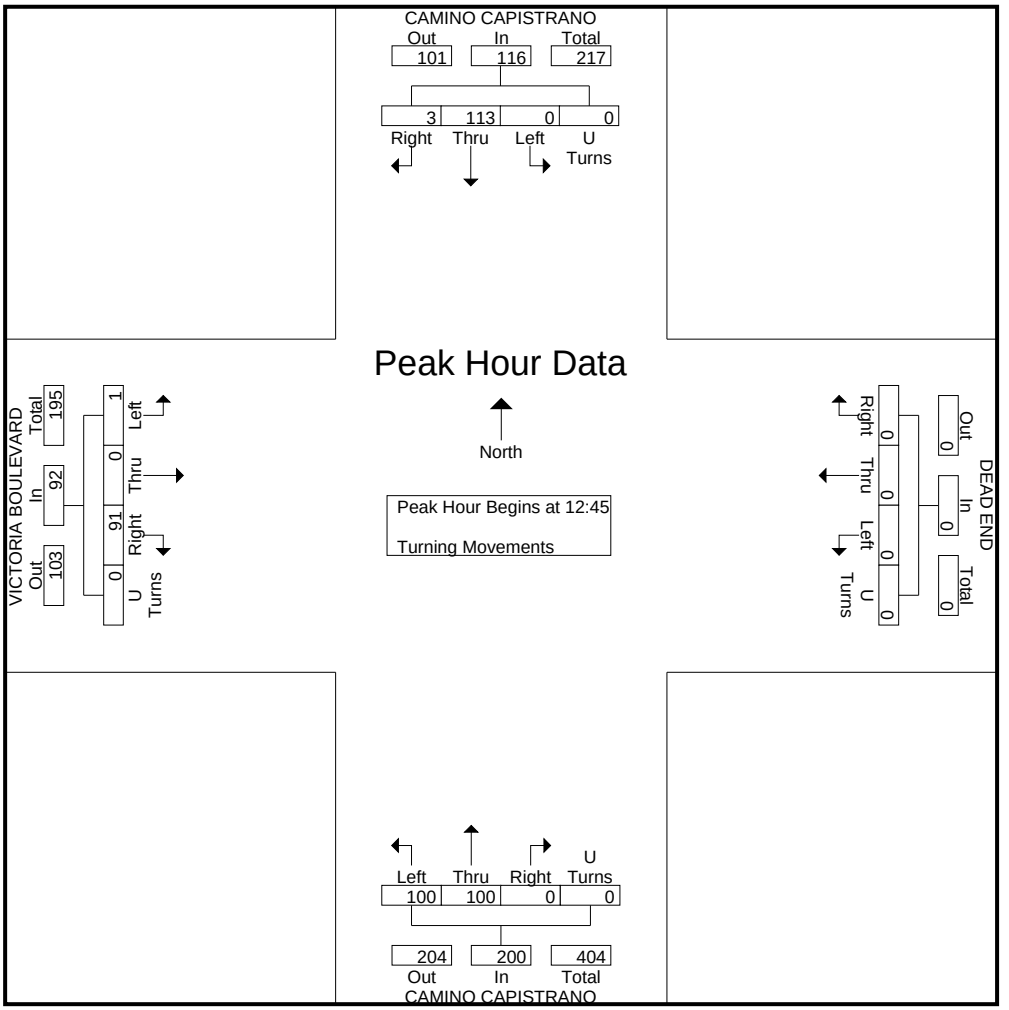
	CAMINO CAPISTRANO Southbound				DEAD END Westbound				CAMINO CAPISTRANO Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	0	23	0	0	0	0	0	0	0	16	20	0	20	0	2	0	81
10:15	0	24	0	0	0	0	0	0	0	19	23	0	16	0	1	0	83
10:30	1	18	0	0	0	0	0	0	0	15	23	0	13	0	0	0	70
10:45	2	21	0	0	0	0	0	0	0	25	18	0	18	0	0	0	84
Total	3	86	0	0	0	0	0	0	0	75	84	0	67	0	3	0	318
11:00	1	25	0	0	0	0	0	0	0	20	26	0	21	0	1	0	94
11:15	2	20	0	0	0	0	0	0	0	21	21	0	13	0	1	0	78
11:30	2	21	0	0	0	0	0	0	0	23	26	0	17	0	1	0	90
11:45	2	28	0	0	0	0	0	0	0	15	27	0	21	0	2	0	95
Total	7	94	0	0	0	0	0	0	0	79	100	0	72	0	5	0	357
12:00	1	34	0	0	0	0	0	0	0	18	19	0	16	0	0	0	88
12:15	0	28	0	0	0	0	0	0	0	21	31	0	22	0	2	0	104
12:30	1	33	0	0	0	0	0	0	0	26	23	0	12	0	0	0	95
12:45	0	29	0	0	0	0	0	0	0	25	29	0	21	0	0	0	104
Total	2	124	0	0	0	0	0	0	0	90	102	0	71	0	2	0	391
13:00	0	30	0	0	0	0	0	0	0	19	19	0	20	0	0	0	88
13:15	2	25	0	0	0	0	0	0	0	24	30	0	29	0	0	0	110
13:30	1	29	0	0	0	0	0	0	0	32	22	0	21	0	1	0	106
13:45	0	29	0	0	0	0	0	0	0	19	14	0	32	0	1	0	95
Total	3	113	0	0	0	0	0	0	0	94	85	0	102	0	2	0	399
Grand Total	15	417	0	0	0	0	0	0	0	338	371	0	312	0	12	0	1465
Apprch %	3.5	96.5	0	0	0	0	0	0	0	47.7	52.3	0	96.3	0	3.7	0	
Total %	1	28.5	0	0	0	0	0	0	0	23.1	25.3	0	21.3	0	0.8	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VICTORIA BOULEVARD

File Name : H1912026
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	CAMINO CAPISTRANO Southbound					DEAD END Westbound					CAMINO CAPISTRANO Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	0	29	0	0	29	0	0	0	0	0	0	25	29	0	**54**	21	0	0	0	21	104
13:00	0	**30**	0	0	**30**	0	0	0	0	0	0	19	19	0	38	20	0	0	0	20	88
13:15	**2**												**30**			**29**				**29**	**110**
13:30	1	29	0	0	30	0	0	0	0	0	0	**32**	22	0	54	21	0	**1**			
Total Volume	3	113	0	0	116	0	0	0	0	0	0	100	100	0	200	91	0	1	0	92	408
% App. Total	2.6	97.4	0	0		0	0	0	0		0	50	50	0		98.9	0	1.1	0		
PHF	.375	.942	.000	.000	.967	.000	.000	.000	.000	.000	.000	.781	.833	.000	.926	.784	.000	.250	.000	.793	.927



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VIA CANON

File Name : H1912027
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

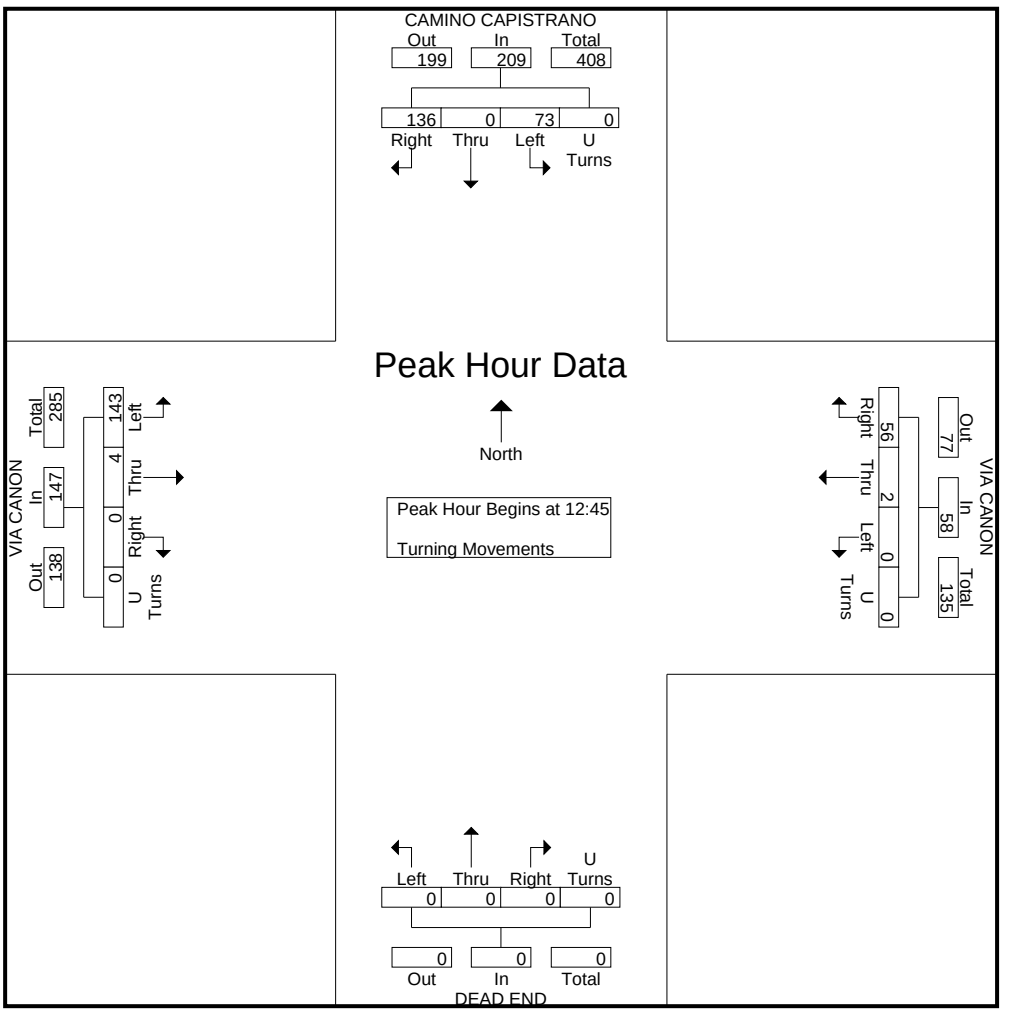
	CAMINO CAPISTRANO Southbound				VIA CANON Westbound				DEAD END Northbound				VIA CANON Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	26	0	14	0	6	0	0	0	0	0	0	0	0	1	29	0	76
10:15	21	0	24	0	13	1	0	0	0	0	0	0	0	1	29	0	89
10:30	19	0	12	0	9	0	0	0	0	0	0	0	0	1	29	0	70
10:45	25	0	12	0	11	1	0	0	0	0	0	0	0	1	33	1	84
Total	91	0	62	0	39	2	0	0	0	0	0	0	0	4	120	1	319
11:00	30	0	16	0	11	0	0	0	0	0	0	0	0	0	35	0	92
11:15	27	0	7	0	15	0	0	0	0	0	0	0	0	1	25	0	75
11:30	24	0	14	0	18	0	0	0	0	0	0	0	0	2	32	0	90
11:45	29	0	19	0	15	0	0	0	0	0	0	0	0	0	26	0	89
Total	110	0	56	0	59	0	0	0	0	0	0	0	0	3	118	0	346
12:00	31	0	18	0	7	1	0	0	0	0	0	0	0	0	30	0	87
12:15	28	0	21	0	9	2	0	0	0	0	0	0	0	0	44	0	104
12:30	23	0	17	0	10	1	0	0	0	0	0	0	0	0	39	0	90
12:45	35	0	20	0	21	0	0	0	0	0	0	0	0	1	30	0	107
Total	117	0	76	0	47	4	0	0	0	0	0	0	0	1	143	0	388
13:00	34	0	15	0	9	0	0	0	0	0	0	0	0	0	32	0	90
13:15	37	0	17	0	13	0	0	0	0	0	0	0	0	2	40	0	109
13:30	30	0	21	0	13	2	0	0	0	0	0	0	0	1	41	0	108
13:45	39	0	22	0	7	0	0	0	0	0	0	0	0	0	27	0	95
Total	140	0	75	0	42	2	0	0	0	0	0	0	0	3	140	0	402
Grand Total	458	0	269	0	187	8	0	0	0	0	0	0	0	11	521	1	1455
Apprch %	63	0	37	0	95.9	4.1	0	0	0	0	0	0	0	2.1	97.7	0.2	
Total %	31.5	0	18.5	0	12.9	0.5	0	0	0	0	0	0	0	0.8	35.8	0.1	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: CAMINO CAPISTRANO
E-W Direction: VIA CANON

File Name : H1912027
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	CAMINO CAPISTRANO Southbound					VIA CANON Westbound					DEAD END Northbound					VIA CANON Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:45																					
12:45	35	0	20	0	**55**	**21**				**21**	0	0	0	0	0	0	1	30	0	31	107
13:00	34	0	15	0	49	9	0	0	0	9	0	0	0	0	0	0	0	32	0	32	90
13:15	**37**																**2**	40	0	**42**	**109**
13:30	30	0	**21**				**2**	0	0	15	0	0	0	0	0	0	1	**41**			
Total Volume	136	0	73	0	209	56	2	0	0	58	0	0	0	0	0	0	4	143	0	147	414
% App. Total	65.1	0	34.9	0		96.6	3.4	0	0		0	0	0	0		0	2.7	97.3	0		
PHF	.919	.000	.869	.000	.950	.667	.250	.000	.000	.690	.000	.000	.000	.000	.000	.000	.500	.872	.000	.875	.950



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: I-5 SB RAMPS
E-W Direction: CAMINO LAS RAMBLAS

File Name : H1912028
Site Code : 00000000
Start Date : 12/7/2019
Page No : 1

Groups Printed- Turning Movements

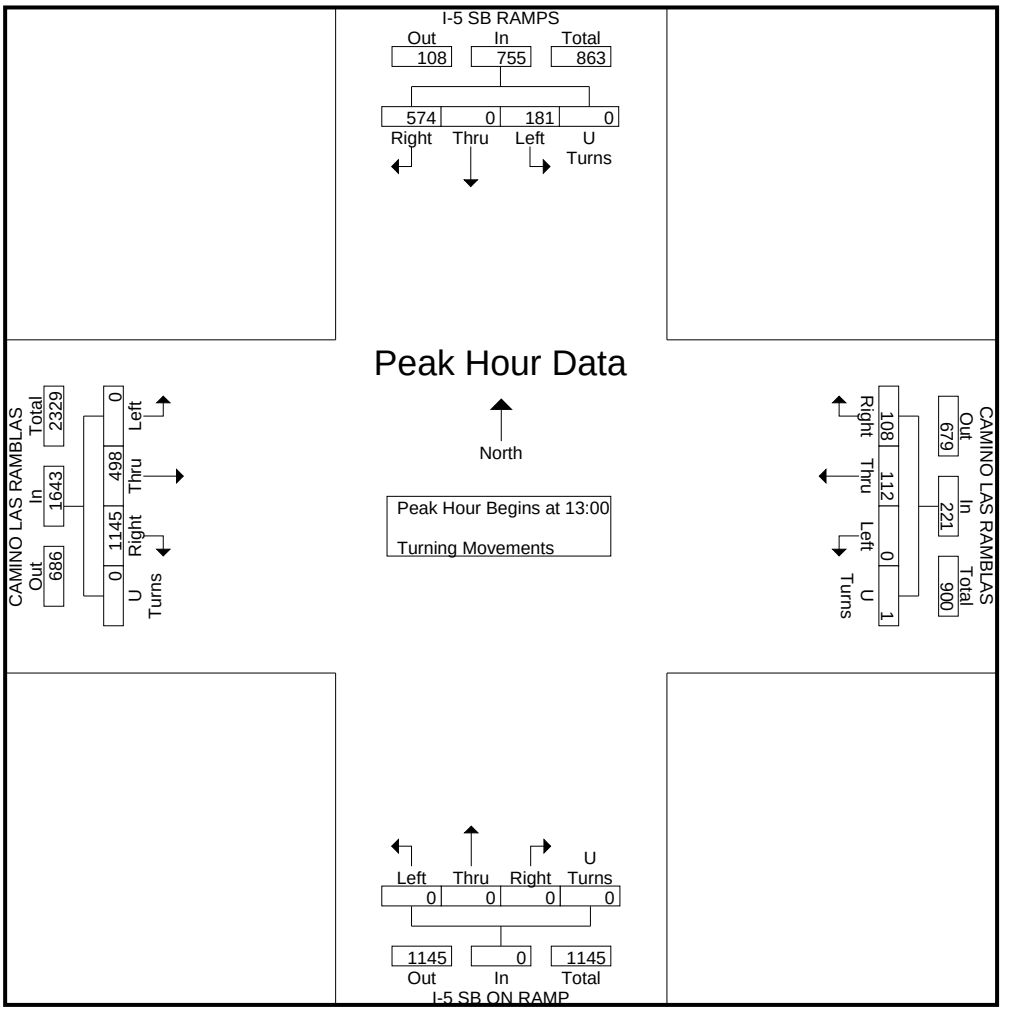
	I-5 SB RAMPS Southbound				CAMINO LAS RAMBLAS Westbound				I-5 SB ON RAMP Northbound				CAMINO LAS RAMBLAS Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
10:00	135	0	30	0	18	32	0	0	0	0	0	0	236	87	0	0	538
10:15	136	0	46	0	31	51	0	0	0	0	0	0	263	100	0	1	628
10:30	140	0	33	0	32	33	0	0	0	0	0	0	256	121	0	0	615
10:45	138	0	31	0	28	36	0	0	0	0	0	0	281	116	0	0	630
Total	549	0	140	0	109	152	0	0	0	0	0	0	1036	424	0	1	2411
11:00	139	0	33	0	30	43	0	0	0	0	0	0	282	114	0	0	641
11:15	154	0	40	0	28	33	0	0	0	0	0	0	253	117	0	0	625
11:30	150	0	39	0	31	46	0	1	0	0	0	0	277	120	0	0	664
11:45	137	0	48	0	38	39	0	2	0	0	0	0	257	116	0	0	637
Total	580	0	160	0	127	161	0	3	0	0	0	0	1069	467	0	0	2567
12:00	136	0	39	0	28	32	0	0	0	0	0	0	281	119	0	0	635
12:15	143	0	45	0	27	32	0	0	0	0	0	0	275	115	0	0	637
12:30	165	0	44	0	24	29	0	0	0	0	0	0	299	109	0	0	670
12:45	116	0	55	0	22	42	0	0	0	0	0	0	253	99	0	0	587
Total	560	0	183	0	101	135	0	0	0	0	0	0	1108	442	0	0	2529
13:00	137	0	42	0	27	25	0	0	0	0	0	0	303	126	0	0	660
13:15	149	0	43	0	33	26	0	0	0	0	0	0	262	130	0	0	643
13:30	134	0	48	0	25	40	0	1	0	0	0	0	305	127	0	0	680
13:45	154	0	48	0	23	21	0	0	0	0	0	0	275	115	0	0	636
Total	574	0	181	0	108	112	0	1	0	0	0	0	1145	498	0	0	2619
Grand Total	2263	0	664	0	445	560	0	4	0	0	0	0	4358	1831	0	1	10126
Apprch %	77.3	0	22.7	0	44.1	55.5	0	0.4	0	0	0	0	70.4	29.6	0	0	
Total %	22.3	0	6.6	0	4.4	5.5	0	0	0	0	0	0	43	18.1	0	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: I-5 SB RAMPS
E-W Direction: CAMINO LAS RAMBLAS

File Name : H1912028
Site Code : 00000000
Start Date : 12/7/2019
Page No : 2

	I-5 SB RAMPS Southbound					CAMINO LAS RAMBLAS Westbound					I-5 SB ON RAMP Northbound					CAMINO LAS RAMBLAS Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 10:00 to 13:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 13:00																					
13:00	137	0	42	0	179	27	25	0	0	52	0	0	0	0	0	303	126	0	0	429	660
13:15	149	0	43	0	192	**33**											**130**	0	0	392	643
13:30	134	0	**48**				**40**	0	**1**	**66**	0	0	0	0	0	**305**				**432**	**680**
13:45	**154**				**202**	23	21	0	0	44	0	0	0	0	0	275	115	0	0	390	636
Total Volume	574	0	181	0	755	108	112	0	1	221	0	0	0	0	0	1145	498	0	0	1643	2619
% App. Total						48.9	50.7									69.7	30.3				
PHF	.932	.000	.943	.000	.934	.818	.700	.000	.250	.837	.000	.000	.000	.000	.000	.939	.958	.000	.000	.951	.963



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912029-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 1

Groups Printed- Turning Movement Counts

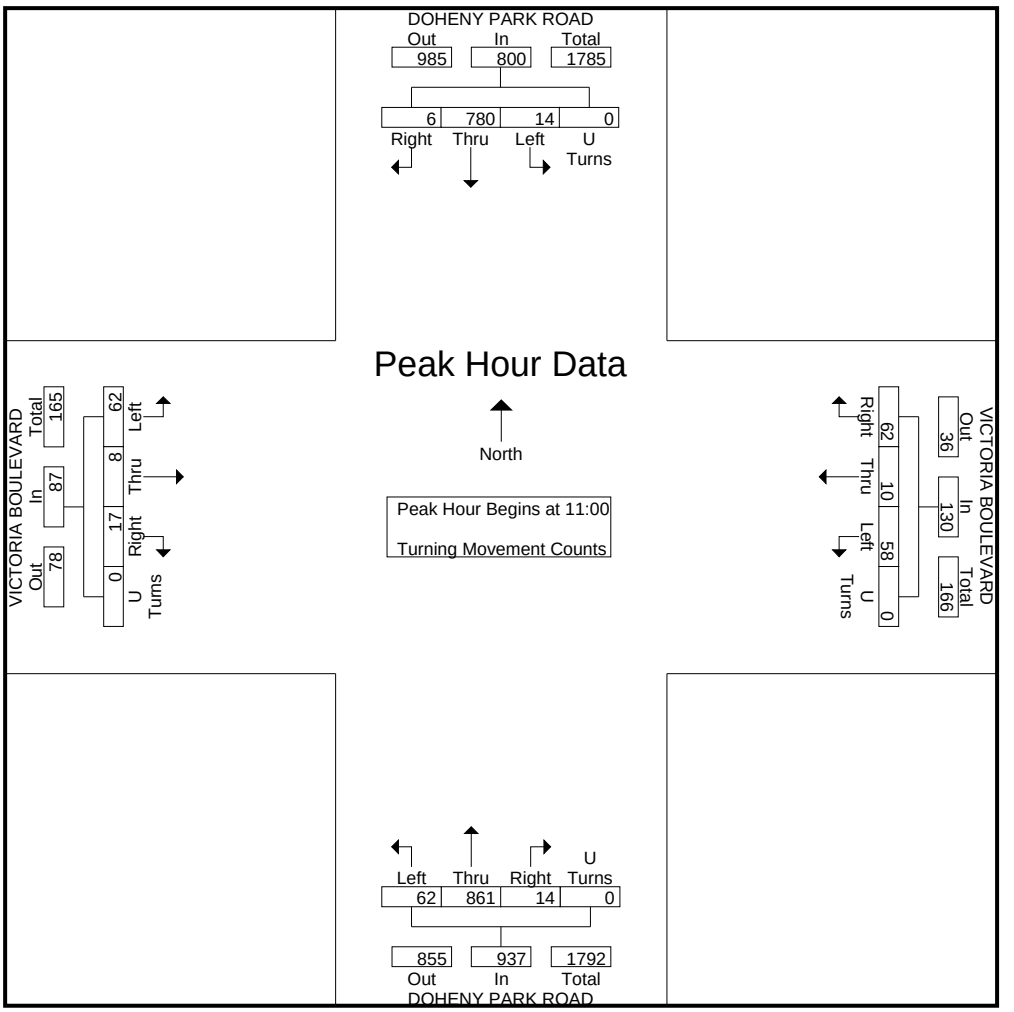
	DOHENY PARK ROAD Southbound				VICTORIA BOULEVARD Westbound				DOHENY PARK ROAD Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
08:00	1	44	5	0	1	2	7	0	3	57	5	0	3	5	2	0	135
08:15	0	40	19	0	8	4	9	0	10	62	7	0	4	2	2	0	167
08:30	1	55	18	0	5	3	8	0	9	63	6	0	4	1	8	0	181
08:45	2	49	4	0	8	3	7	0	6	65	3	0	7	5	2	0	161
Total	4	188	46	0	22	12	31	0	28	247	21	0	18	13	14	0	644
09:00	1	65	5	0	7	3	11	0	1	93	6	3	3	2	4	0	204
09:15	1	78	6	0	24	6	26	0	7	99	7	2	3	2	4	0	265
09:30	1	76	14	1	74	6	33	0	7	141	15	4	10	4	3	0	389
09:45	0	89	25	0	51	1	14	0	10	148	17	0	2	1	4	0	362
Total	3	308	50	1	156	16	84	0	25	481	45	9	18	9	15	0	1220
10:00	2	97	23	0	32	6	15	0	7	194	15	0	9	2	8	0	410
10:15	3	135	11	0	14	6	13	0	2	178	12	0	14	4	5	0	397
10:30	2	110	3	0	11	5	12	0	6	167	13	1	6	2	9	0	347
10:45	1	156	4	0	10	4	13	0	4	176	11	0	5	1	11	0	396
Total	8	498	41	0	67	21	53	0	19	715	51	1	34	9	33	0	1550
11:00	1	195	3	0	15	3	15	0	2	211	15	0	4	2	15	0	481
11:15	3	185	2	0	16	3	13	0	3	200	14	0	5	3	14	0	461
11:30	1	195	4	0	16	2	16	0	4	220	16	0	6	2	16	0	498
11:45	1	205	5	0	15	2	14	0	5	230	17	0	2	1	17	0	514
Total	6	780	14	0	62	10	58	0	14	861	62	0	17	8	62	0	1954
Grand Total	21	1774	151	1	307	59	226	0	86	2304	179	10	87	39	124	0	5368
Apprch %	1.1	91.1	7.8	0.1	51.9	10	38.2	0	3.3	89.3	6.9	0.4	34.8	15.6	49.6	0	
Total %	0.4	33	2.8	0	5.7	1.1	4.2	0	1.6	42.9	3.3	0.2	1.6	0.7	2.3	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: VICTORIA BOULEVARD

File Name : H1912029-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 2

	DOHENY PARK ROAD Southbound					VICTORIA BOULEVARD Westbound					DOHENY PARK ROAD Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 08:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00																					
11:00	1	195	3	0	199	15	**3**	15	0	33	2	211	15	0	228	4	2	15	0	21	481
11:15	**3**					**16**											**3**	14	0	22	461
11:30	1	195	4	0	200	16	2	**16**		**34**	4	220	16	0	240	**6**				**24**	498
11:45	1	**205**	**5**		**211**	15	2	14	0	31	**5**	**230**	**17**		**252**	2	1	**17**			**514**
Total Volume	6	780	14	0	800	62	10	58	0	130	14	861	62	0	937	17	8	62	0	87	1954
% App. Total	0.8	97.5	1.8	0		47.7	7.7	44.6	0		1.5	91.9	6.6	0		19.5	9.2	71.3	0		
PHF	.500	.951	.700	.000	.948	.969	.833	.906	.000	.956	.700	.936	.912	.000	.930	.708	.667	.912	.000	.906	.950



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912030-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 1

Groups Printed- Turning Movements

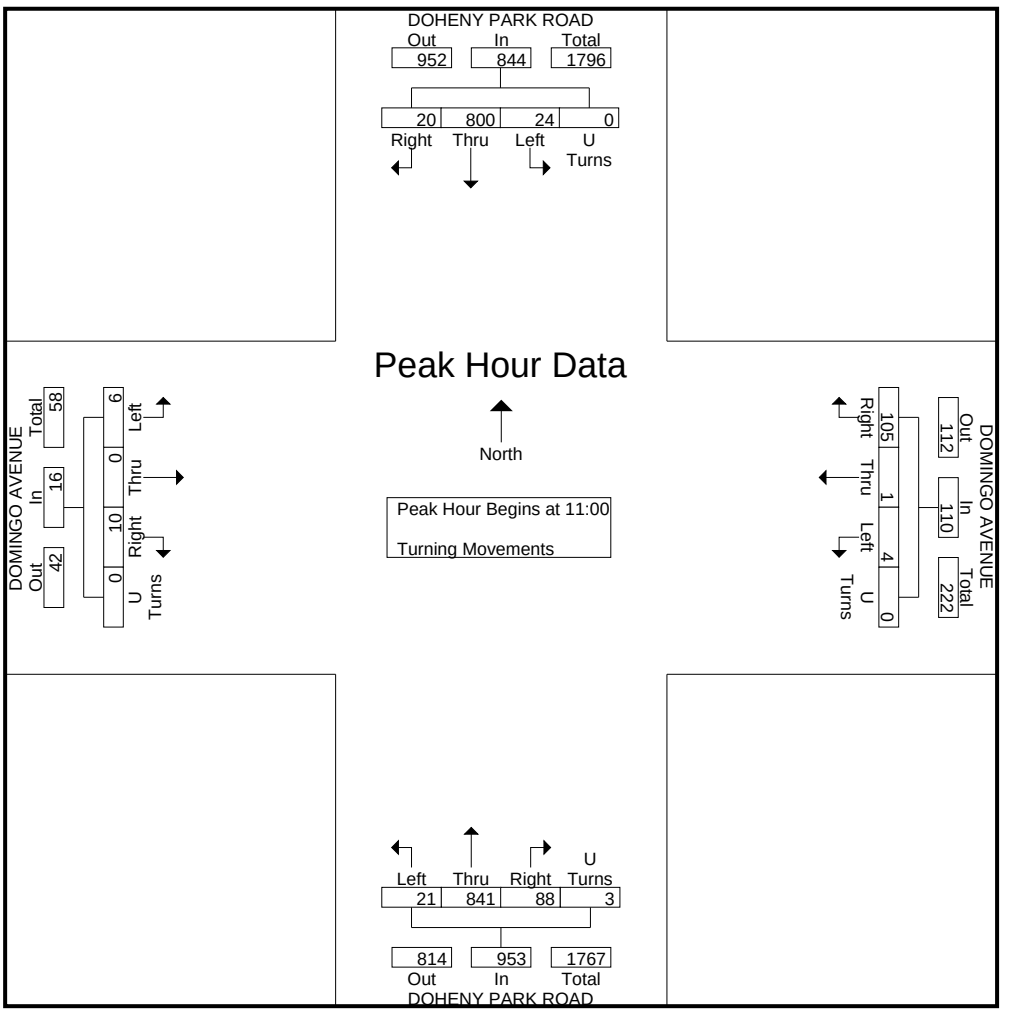
	DOHENY PARK ROAD Southbound				DOMINGO AVENUE Westbound				DOHENY PARK ROAD Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
08:00	0	49	6	1	0	0	1	0	12	62	2	0	1	0	1	0	135
08:15	7	47	1	0	3	0	0	0	39	80	0	0	1	0	0	0	178
08:30	3	59	4	0	0	0	0	0	35	75	1	0	1	0	0	0	178
08:45	1	57	2	1	3	0	0	0	15	68	3	1	0	0	1	0	152
Total	11	212	13	2	6	0	1	0	101	285	6	1	3	0	2	0	643
09:00	1	72	6	0	4	0	1	0	10	97	7	1	2	0	1	0	202
09:15	1	95	7	0	12	0	0	0	22	111	5	1	0	0	0	0	254
09:30	0	116	11	0	23	2	0	0	39	145	7	1	2	0	0	0	346
09:45	3	76	20	0	2	0	1	0	84	181	8	0	2	0	0	0	377
Total	5	359	44	0	41	2	2	0	155	534	27	3	6	0	1	0	1179
10:00	3	105	7	0	8	0	0	0	43	184	5	1	0	0	1	0	357
10:15	6	151	4	0	11	0	1	0	12	175	3	2	2	0	2	0	369
10:30	1	147	2	0	10	0	0	0	5	195	3	0	1	0	0	0	364
10:45	2	164	1	0	7	0	1	0	11	188	4	0	1	0	0	0	379
Total	12	567	14	0	36	0	2	0	71	742	15	3	4	0	3	0	1469
11:00	6	209	10	0	68	0	4	0	15	205	5	1	4	0	2	0	529
11:15	4	214	3	0	21	1	0	0	43	215	3	0	1	0	2	0	507
11:30	5	182	6	0	8	0	0	0	24	209	5	1	3	0	1	0	444
11:45	5	195	5	0	8	0	0	0	6	212	8	1	2	0	1	0	443
Total	20	800	24	0	105	1	4	0	88	841	21	3	10	0	6	0	1923
Grand Total	48	1938	95	2	188	3	9	0	415	2402	69	10	23	0	12	0	5214
Apprch %	2.3	93	4.6	0.1	94	1.5	4.5	0	14.3	82.9	2.4	0.3	65.7	0	34.3	0	
Total %	0.9	37.2	1.8	0	3.6	0.1	0.2	0	8	46.1	1.3	0.2	0.4	0	0.2	0	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: DOHENY PARK ROAD
E-W Direction: DOMINGO AVENUE

File Name : H1912030-1
Site Code : 00000000
Start Date : 12/8/2019

	DOHENY PARK ROAD Southbound					DOMINGO AVENUE Westbound					DOHENY PARK ROAD Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 08:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 11:00																					
11:00	**6**		**10**		**225**	**68**		**4**		**72**	15	205	5	**1**		**4**		**2**		**6**	**529**
11:15	4	**214**	3	0	221	21	**1**	0	0	22	**43**	**215**	3	0	**261**	1	0	2	0	3	507
11:30	5	182	6	0	193	8	0	0	0	8	24	209	5	1	239	3	0	1	0	4	444
11:45	5	195	5	0	205	8	0	0	0	8	6	212	**8**								
Total Volume	20	800	24	0	844	105	1	4	0	110	88	841	21	3	953	10	0	6	0	16	1923
% App. Total	2.4	94.8	2.8	0		95.5	0.9	3.6	0		9.2	88.2	2.2	0.3		62.5	0	37.5	0		
PHF	.833	.935	.600	.000	.938	.386	.250	.250	.000	.382	.512	.978	.656	.750	.913	.625	.000	.750	.000	.667	.909



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912031-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 1

Groups Printed- Turning Movements

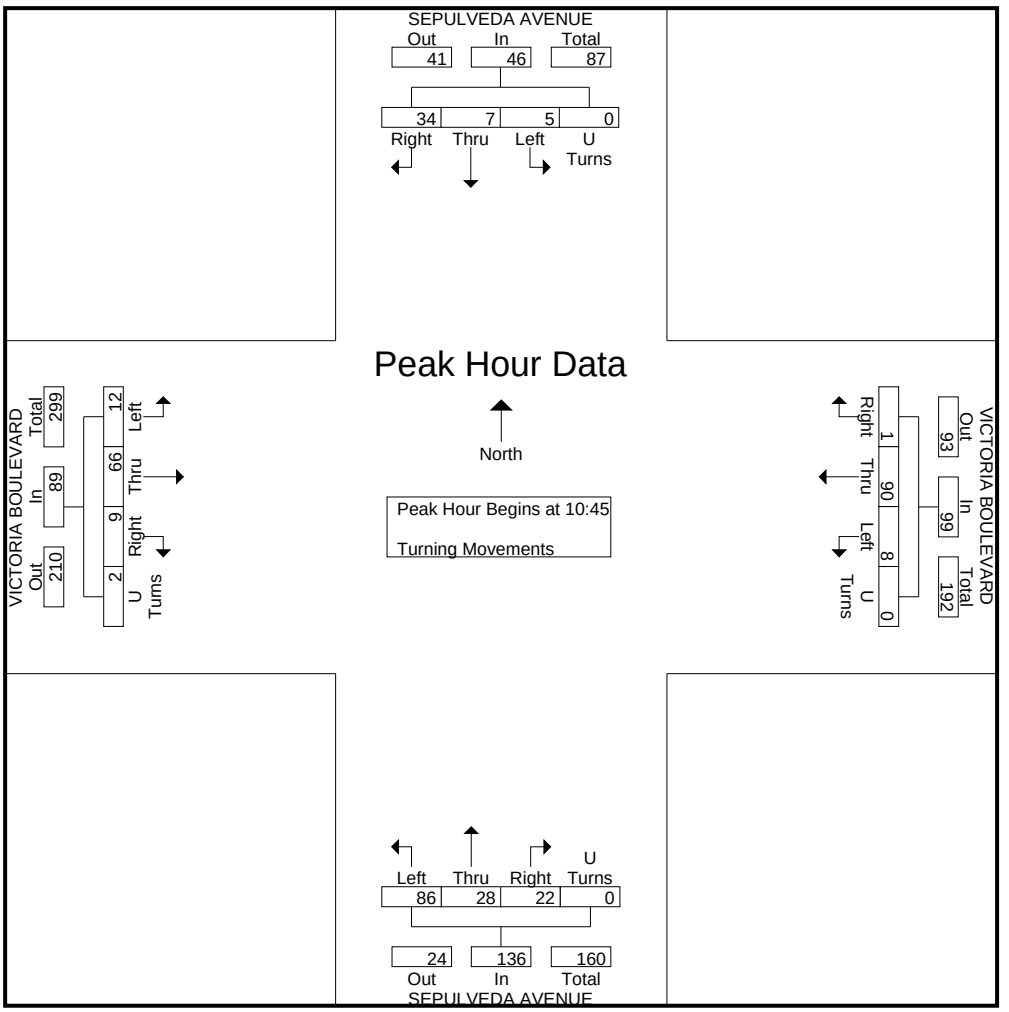
	SEPULVEDA AVENUE Southbound				VICTORIA BOULEVARD Westbound				SEPULVEDA AVENUE Northbound				VICTORIA BOULEVARD Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
08:00	2	2	0	0	0	8	2	0	0	0	2	0	1	6	2	0	25
08:15	9	4	1	0	0	15	6	0	1	2	1	0	3	6	3	0	51
08:30	3	2	0	0	0	8	4	0	1	0	3	0	1	10	2	0	34
08:45	4	5	0	0	0	11	6	0	1	0	0	0	0	8	2	0	37
Total	18	13	1	0	0	42	18	0	3	2	6	0	5	30	9	0	147
09:00	6	2	0	0	0	9	1	0	1	1	0	0	0	4	1	0	25
09:15	5	2	0	0	0	16	0	0	5	0	6	0	3	8	3	0	48
09:30	4	4	1	0	1	23	5	0	14	2	8	0	7	12	2	0	83
09:45	5	11	0	0	3	15	8	0	1	1	6	0	4	7	2	0	63
Total	20	19	1	0	4	63	14	0	21	4	20	0	14	31	8	0	219
10:00	13	8	0	0	2	21	4	0	3	0	9	0	8	6	2	0	76
10:15	5	4	1	0	0	19	2	0	1	1	5	0	0	12	4	0	54
10:30	3	5	0	0	1	21	0	0	2	1	2	0	0	11	3	0	49
10:45	10	0	2	0	1	23	0	0	3	0	7	0	2	20	3	0	71
Total	31	17	3	0	4	84	6	0	9	2	23	0	10	49	12	0	250
11:00	6	1	1	0	0	14	1	0	8	13	54	0	2	17	4	2	123
11:15	10	4	1	0	0	35	6	0	8	13	18	0	5	18	5	0	123
11:30	8	2	1	0	0	18	1	0	3	2	7	0	0	11	0	0	53
11:45	9	0	0	0	0	23	0	0	5	0	1	0	0	18	2	0	58
Total	33	7	3	0	0	90	8	0	24	28	80	0	7	64	11	2	357
Grand Total	102	56	8	0	8	279	46	0	57	36	129	0	36	174	40	2	973
Apprch %	61.4	33.7	4.8	0	2.4	83.8	13.8	0	25.7	16.2	58.1	0	14.3	69	15.9	0.8	
Total %	10.5	5.8	0.8	0	0.8	28.7	4.7	0	5.9	3.7	13.3	0	3.7	17.9	4.1	0.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: VICTORIA BOULEVARD

File Name : H1912031-1
Site Code : 00000000
Start Date : 12/8/2019

	SEPULVEDA AVENUE Southbound					VICTORIA BOULEVARD Westbound					SEPULVEDA AVENUE Northbound					VICTORIA BOULEVARD Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 08:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45																					
10:45	**10**		**2**			**1**											**20**	3	0	25	71
11:00	6	1	1	0	8	0	14	1	0	15	**8**	**13**	**54**		**75**	2	17	4	**2**		**123**
11:15	10	**4**	1	0	**15**	0	**35**	**6**		**41**	8	13	18	0	39	**5**		**5**		**28**	123
11:30	8	2	1	0	11	0	18	1	0	19	3	2	7	0	12	0	11	0	0	11	53
Total Volume	34	7	5	0	46	1	90	8	0	99	22	28	86	0	136	9	66	12	2	89	370
% App. Total	73.9	15.2	10.9	0		1	90.9	8.1	0		16.2	20.6	63.2	0		10.1	74.2	13.5	2.2		
PHF	.850	.438	.625	.000	.767	.250	.643	.333	.000	.604	.688	.538	.398	.000	.453	.450	.825	.600	.250	.795	.752



Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912032-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 1

Groups Printed- Turning Movements

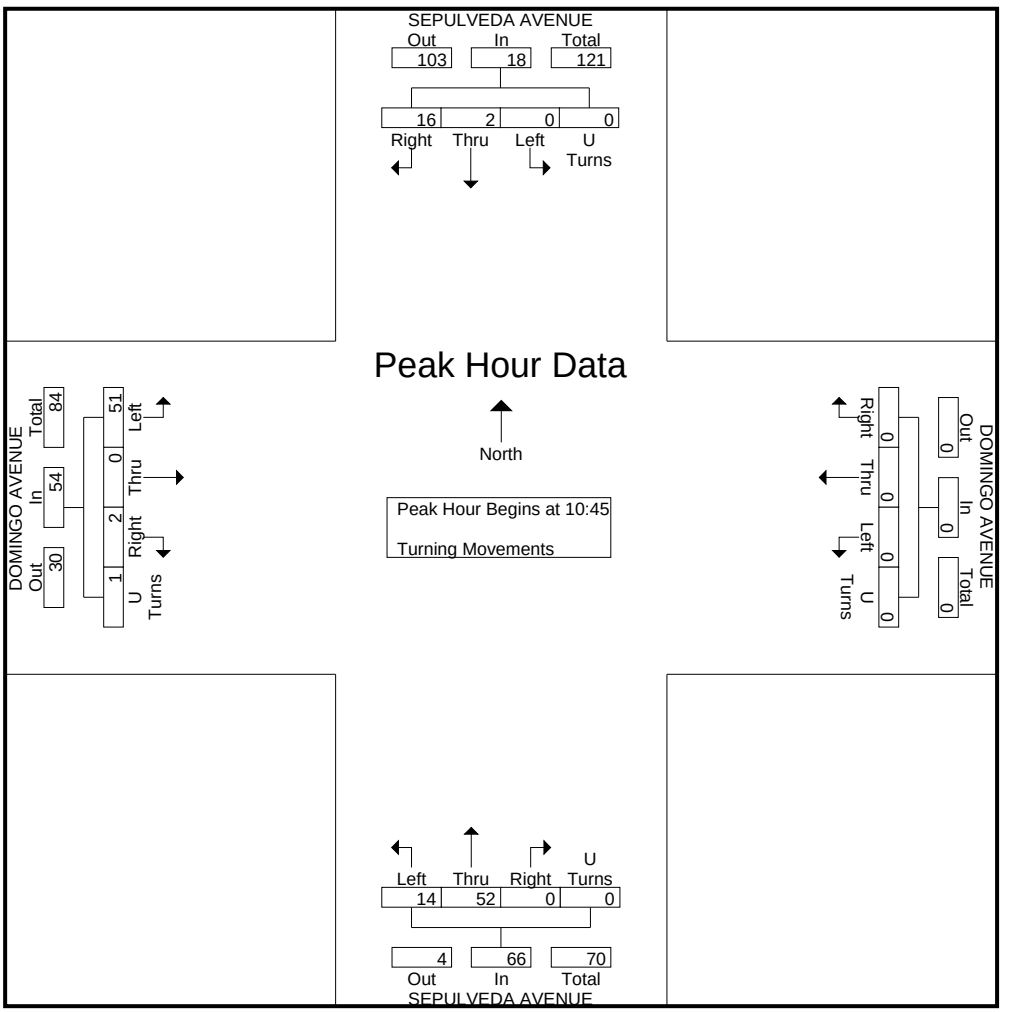
	SEPULVEDA AVENUE Southbound				DOMINGO AVENUE Westbound				SEPULVEDA AVENUE Northbound				DOMINGO AVENUE Eastbound				
Start Time	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Right	Thru	Left	U Turns	Int. Total
08:00	2	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	4
08:15	6	0	0	0	0	0	0	0	0	2	1	0	1	0	2	0	12
08:30	1	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	6
08:45	6	0	0	1	0	0	0	0	0	0	0	0	1	0	1	1	10
Total	15	0	0	1	0	0	0	0	0	4	1	0	3	0	7	1	32
09:00	1	1	0	0	0	0	0	0	0	1	1	0	2	0	2	0	8
09:15	3	1	0	0	0	0	0	0	0	0	0	0	9	0	10	1	24
09:30	5	8	0	0	0	0	0	0	0	0	0	0	15	0	15	0	43
09:45	4	7	0	0	0	0	0	0	0	1	0	0	7	0	9	0	28
Total	13	17	0	0	0	0	0	0	0	2	1	0	33	0	36	1	103
10:00	8	3	0	0	0	0	0	0	0	0	0	0	4	0	11	0	26
10:15	5	1	0	0	0	0	0	0	0	0	1	0	2	0	5	1	15
10:30	4	1	0	0	0	0	0	0	0	0	1	0	1	0	6	0	13
10:45	1	0	0	0	0	0	0	0	0	1	0	0	1	0	4	1	8
Total	18	5	0	0	0	0	0	0	0	1	2	0	8	0	26	2	62
11:00	5	0	0	0	0	0	0	0	0	28	10	0	0	0	27	0	70
11:15	9	1	0	0	0	0	0	0	0	19	2	0	0	0	14	0	45
11:30	1	1	0	0	0	0	0	0	0	4	2	0	1	0	6	0	15
11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Total	15	2	0	0	0	0	0	0	0	51	15	0	1	0	49	0	133
Grand Total	61	24	0	1	0	0	0	0	0	58	19	0	45	0	118	4	330
Apprch %	70.9	27.9	0	1.2	0	0	0	0	0	75.3	24.7	0	26.9	0	70.7	2.4	
Total %	18.5	7.3	0	0.3	0	0	0	0	0	17.6	5.8	0	13.6	0	35.8	1.2	

Transportation Studies, Inc
2640 Walnut Avenue, Suite L
Tustin, CA. 92780

City: DANA POINT
N-S Direction: SEPULVEDA AVENUE
E-W Direction: DOMINGO AVENUE

File Name : H1912032-1
Site Code : 00000000
Start Date : 12/8/2019
Page No : 2

	SEPULVEDA AVENUE Southbound					DOMINGO AVENUE Westbound					SEPULVEDA AVENUE Northbound					DOMINGO AVENUE Eastbound					
Start Time	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Right	Thru	Left	U Turns	App. Total	Int. Total
Peak Hour Analysis From 08:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 10:45																					
10:45	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	**1**			**1**		
11:00	**5**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**28**	**10**	**0**	**38**	0	0	**27**	**0**	**27**	**70**
11:15	**9**	**1**	0	0	**10**	0	0	0	0	0	0	19	2	0	21	0	0	14	0	14	45
11:30	1	1	0	0	2	0	0	0	0	0	0	4	2	0	6	1	0	6	0	7	15
Total Volume	16	2	0	0	18	0	0	0	0	0	0	52	14	0	66	2	0	51	1	54	138
% App. Total	88.9	11.1	0	0		0	0	0	0		0	78.8	21.2	0		3.7	0	94.4	1.9		
PHF	.444	.500	.000	.000	.450	.000	.000	.000	.000	.000	.000	.464	.350	.000	.434	.500	.000	.472	.250	.500	.493



APPENDIX D

INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Victoria Boulevard Apartments

Vistro File: G:\...\AM.vistro
Report File: G:\...\AME.pdf

Scenario 1 Existing
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Right	0.573	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.607	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.342	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	14.5	B
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.458	-	A
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.211	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	WB Thru	0.162	7.9	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.023	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.042	13.0	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.098	13.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.253	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.573

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	13	47	1	98	26	26	1	19	252	15	82	359	64
Total Analysis Volume [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.03	0.00	0.00	0.12	0.06	0.06	0.00	0.05	0.21	0.21	0.10	0.33	0.33
Intersection LOS	A														
Intersection V/C	0.573														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.607

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	70	68	63	14	72	148	70	264	64	0	0	0
Total Analysis Volume [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.62	0.15	0.03	0.08	0.01	0.16	0.31	0.15	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.607											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	41	521	74	3	26	351	6	35	9	31	142	17	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	6	0	0	0	0	0	0	0	1	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	41	521	74	3	26	351	6	36	9	31	142	17	95
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	10	130	19	1	7	88	2	9	2	8	36	4	24
Total Analysis Volume [veh/h]	11	41	521	74	3	26	351	6	36	9	31	142	17	95
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.18	0.18	0.00	0.02	0.11	0.11	0.02	0.01	0.02	0.08	0.07	0.07
Intersection LOS	A													
Intersection V/C	0.342													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	30	633	51	0	10	486	17	1	0	9	5	1	11
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	5	1	0	0	0	0	0	6
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	30	633	51	0	10	491	18	1	0	9	5	1	17
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	166	13	0	3	128	5	0	0	2	1	0	4
Total Analysis Volume [veh/h]	4	31	662	53	0	10	514	19	1	0	9	5	1	18
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

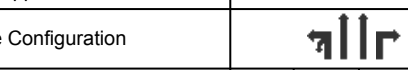
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	12.22	8.65	0.00	0.00	14.54	9.13	0.00	0.00	0.00	0.00	9.98	0.00	0.00	10.80
Movement LOS	B	A	A	A	B	A	A	A			A			B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.09
95th-Percentile Queue Length [ft/ln]	2.52	2.52	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00	2.17
d_A, Approach Delay [s/veh]	0.42				0.17				9.98			10.80		
Approach LOS	A				A				A			B		
d_I, Intersection Delay [s/veh]	0.52													
Intersection LOS	B													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.458

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	68	52	0	120	4	4	0	8	14	4	105
Total Analysis Volume [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.08	0.12	0.00	0.15	0.15	0.01	0.03	0.03	0.03	0.04	0.25
Intersection LOS	A												
Intersection V/C	0.458												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.211

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	408	184	0	141	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	102	46	0	35	0
Total Analysis Volume [veh/h]	0	408	184	0	141	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.11	0.00	0.04	0.00
Intersection LOS	A					
Intersection V/C	0.211					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.162

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	14	3	7	7	3	54	18	79	2	7	103	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	3	7	7	3	54	18	79	2	7	103	9
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	2	1	16	5	23	1	2	30	3
Total Analysis Volume [veh/h]	16	3	8	8	3	63	21	92	2	8	119	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	797	891	832	847
Degree of Utilization, x	0.03	0.08	0.14	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.27	0.48	0.57
95th-Percentile Queue Length [ft]	2.63	6.78	11.96	14.37
Approach Delay [s/veh]	7.68	7.41	8.02	8.06
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.88			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.023

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	3	4	0	9	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	4	0	9	18	2
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	3	6	1
Total Analysis Volume [veh/h]	4	5	0	12	23	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.71	8.44
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.08	0.08
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	1.99	1.99
d_A, Approach Delay [s/veh]	3.22		0.00		8.68	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.42					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	84	180	87	13	17	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	180	87	13	17	44
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	53	26	4	5	13
Total Analysis Volume [veh/h]	99	212	103	15	20	52
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.04	0.06
d_M, Delay for Movement [s/veh]	7.63	0.00	0.00	0.00	13.00	9.34
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.22	0.00	0.00	0.00	0.32	0.32
95th-Percentile Queue Length [ft/ln]	5.41	0.00	0.00	0.00	8.00	8.00
d_A, Approach Delay [s/veh]	2.43		0.00		10.35	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.098

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	42	91	181	4	1	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	91	181	4	1	83
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	27	53	1	0	24
Total Analysis Volume [veh/h]	49	107	213	5	1	97
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.10	0.14	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.02	8.69	7.81	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.33	0.41	0.41	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.14	8.20	10.30	10.30	0.00	0.00
d_A, Approach Delay [s/veh]	10.05		7.63		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.84					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	777	0	487	173	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	0	122	43	0
Total Analysis Volume [veh/h]	204	0	0	487	173	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.14	0.10	0.00
Intersection LOS	A					
Intersection V/C	0.253					

Victoria Boulevard Apartments

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Scenario 1 Existing
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.584	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.686	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Right	0.437	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	19.4	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.658	-	B
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.279	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.201	8.0	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.025	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.031	12.3	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.169	12.2	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.297	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.584

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	21	102	1	68	27	33	1	28	271	18	108	341	91
Total Analysis Volume [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.05	0.00	0.00	0.08	0.06	0.08	0.00	0.07	0.23	0.23	0.13	0.34	0.34
Intersection LOS	A														
Intersection V/C	0.584														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.686

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	119	65	89	38	156	212	46	201	95	0	0	0
Total Analysis Volume [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.22	0.21	0.09	0.18	0.14	0.11	0.24	0.22	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.686											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.437

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	75	750	90	6	63	736	17	73	20	61	100	24	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	9	0	0	0	0	0	0	0	4	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	75	750	90	6	63	736	17	77	20	61	100	24	74
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	19	188	23	2	16	184	4	19	5	15	25	6	19
Total Analysis Volume [veh/h]	12	75	750	90	6	63	736	17	77	20	61	100	24	74
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.25	0.25	0.00	0.04	0.22	0.22	0.05	0.01	0.04	0.06	0.06	0.06
Intersection LOS	A													
Intersection V/C	0.437													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	19.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	24	905	45	0	13	855	21	4	0	15	9	0	16
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	24	905	45	0	13	864	21	4	0	15	9	0	25
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	230	11	0	3	219	5	1	0	4	2	0	6
Total Analysis Volume [veh/h]	6	24	920	46	0	13	878	21	4	0	15	9	0	25
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

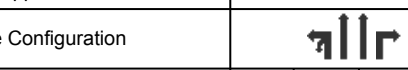
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	17.96	10.15	0.00	0.00	19.37	10.17	0.00	0.00	0.00	0.00	11.64	0.00	0.00	12.13
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.15
95th-Percentile Queue Length [ft/ln]	3.31	3.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.07	0.00	0.00	3.71
d_A, Approach Delay [s/veh]	0.35				0.15				11.64			12.13		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.49													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.658

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	101	53	0	217	2	3	0	8	21	3	145
Total Analysis Volume [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.12	0.12	0.00	0.26	0.26	0.01	0.02	0.02	0.05	0.05	0.34
Intersection LOS	B												
Intersection V/C	0.658												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	471	274	0	232	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	118	69	0	58	0
Total Analysis Volume [veh/h]	0	471	274	0	232	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.16	0.00	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.279					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.201

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	8	4	12	7	3	52	39	122	4	5	100	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	4	12	7	3	52	39	122	4	5	100	5
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	2	1	13	10	31	1	1	26	1
Total Analysis Volume [veh/h]	8	4	12	7	3	53	40	125	4	5	102	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	818	877	842	841
Degree of Utilization, x	0.03	0.07	0.20	0.13

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.23	0.75	0.46
95th-Percentile Queue Length [ft]	2.26	5.79	18.68	11.48
Approach Delay [s/veh]	7.53	7.42	8.35	7.94
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.01			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	1	2	3	7	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	3	7	21	5
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	2	6	1
Total Analysis Volume [veh/h]	1	2	4	8	25	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.69	8.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	2.35	2.35
d_A, Approach Delay [s/veh]	2.41		0.00		8.64	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.98					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	67	103	161	11	16	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	103	161	11	16	104
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	18	27	43	3	4	28
Total Analysis Volume [veh/h]	71	109	171	12	17	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.03	0.13
d_M, Delay for Movement [s/veh]	7.73	0.00	0.00	0.00	12.34	10.00
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.16	0.00	0.00	0.00	0.56	0.56
95th-Percentile Queue Length [ft/ln]	4.03	0.00	0.00	0.00	14.07	14.07
d_A, Approach Delay [s/veh]	3.05		0.00		10.31	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.80					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	94	150	147	2	0	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	150	147	2	0	51
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	41	40	1	0	14
Total Analysis Volume [veh/h]	102	163	160	2	0	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.15	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.19	8.90	7.59	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.61	0.53	0.31	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	15.15	13.20	7.84	7.84	0.00	0.00
d_A, Approach Delay [s/veh]	10.17		7.50		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.11					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	812	0	533	142	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	0	133	36	0
Total Analysis Volume [veh/h]	307	0	0	533	142	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.16	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.297					

Victoria Boulevard Apartments

Vistro File: G:\...\SAT.vistro
Report File: G:\...\SAT.pdf

Scenario 1 Existing
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.548	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Right	0.655	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.457	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	21.4	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.654	-	B
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.261	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.174	8.0	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.028	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.002	12.3	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.125	11.7	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.250	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.548

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	12	31	106	3	58	18	38	3	32	241	23	95	300	60
Total Analysis Volume [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.07	0.01	0.01	0.07	0.04	0.09	0.01	0.08	0.21	0.21	0.11	0.28	0.28
Intersection LOS	A														
Intersection V/C	0.548														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.655

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	96	66	72	17	148	140	47	163	103	0	0	0
Total Analysis Volume [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.19	0.17	0.04	0.17	0.05	0.11	0.19	0.24	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.655											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.457

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	78	874	55	4	47	765	15	54	22	72	87	29	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	10	0	0	0	0	0	0	0	2	1	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	78	874	55	4	47	765	15	56	23	72	87	29	95
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	219	14	1	12	191	4	14	6	18	22	7	24
Total Analysis Volume [veh/h]	13	78	874	55	4	47	765	15	56	23	72	87	29	95
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.27	0.27	0.00	0.03	0.23	0.23	0.03	0.01	0.04	0.05	0.07	0.07
Intersection LOS	A													
Intersection V/C	0.457													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	15	985	16	0	10	898	13	2	1	6	9	1	15
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	9	1	0	0	0	0	0	10
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	15	985	16	0	10	907	14	2	1	6	9	1	25
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9841	0.9555	0.9555	0.9841	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	258	4	0	3	237	4	1	0	2	2	0	7
Total Analysis Volume [veh/h]	5	16	1031	17	0	10	949	15	2	1	6	9	1	26
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

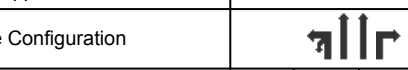
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	19.03	10.38	0.00	0.00	21.39	10.54	0.00	0.00	0.00	0.00	11.87	0.00	0.00	12.63
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.09	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.16
95th-Percentile Queue Length [ft/ln]	2.29	2.29	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86	0.00	0.00	4.12
d_A, Approach Delay [s/veh]	0.24				0.11				11.87			12.63		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.37													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.654

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	114	48	0	229	4	2	0	4	9	3	138
Total Analysis Volume [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.13	0.11	0.00	0.27	0.27	0.01	0.00	0.02	0.02	0.03	0.32
Intersection LOS	B												
Intersection V/C	0.654												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	458	232	0	252	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	115	58	0	63	0
Total Analysis Volume [veh/h]	0	458	232	0	252	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.14	0.00	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.261					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	2	11	5	2	45	26	84	1	4	111	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	11	5	2	45	26	84	1	4	111	3
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	2	1	14	8	26	0	1	34	1
Total Analysis Volume [veh/h]	6	2	14	6	2	56	32	104	1	5	138	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	835	881	834	846
Degree of Utilization, x	0.03	0.07	0.16	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.08	0.23	0.59	0.63
95th-Percentile Queue Length [ft]	2.03	5.86	14.65	15.67
Approach Delay [s/veh]	7.43	7.41	8.16	8.15
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.98			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	0	3	1	7	19	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	1	7	19	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	3	7	1
Total Analysis Volume [veh/h]	0	4	1	10	28	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.68	8.45
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.36	2.36
d_A, Approach Delay [s/veh]	0.00		0.00		8.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.83					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	100	100	113	3	1	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	100	113	3	1	91
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	27	30	1	0	25
Total Analysis Volume [veh/h]	108	108	122	3	1	98
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.00	0.11
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	0.00	12.31	9.35
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.24	0.00	0.00	0.00	0.36	0.36
95th-Percentile Queue Length [ft/ln]	5.98	0.00	0.00	0.00	9.01	9.01
d_A, Approach Delay [s/veh]	3.83		0.00		9.38	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.99					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.125

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	73	136	143	4	2	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	136	143	4	2	56
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	36	38	1	1	15
Total Analysis Volume [veh/h]	77	143	151	4	2	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.13	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	11.66	8.83	7.59	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.43	0.45	0.31	0.31	0.00	0.00
95th-Percentile Queue Length [ft/ln]	10.63	11.37	7.65	7.65	0.00	0.00
d_A, Approach Delay [s/veh]	9.82		7.39		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.58					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	574	0	498	112	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	0	0	125	28	0
Total Analysis Volume [veh/h]	181	0	0	498	112	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.15	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.250					

EXISTING PLUS PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM.vistro
Report File: G:\...\AMEp.pdf

Scenario 2 Existing Plus Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.579	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.621	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.372	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	15.1	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.479	-	A
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.214	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.198	8.6	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.061	8.9	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.042	13.2	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.100	13.1	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.253	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.009	9.4	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.011	9.9	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.579

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	2	0	0	0	0	6	0	0	19	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	22	52	186	5	395	105	104	3	77	1012	61	326	1455	261
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	13	47	1	99	26	26	1	19	253	15	82	364	65
Total Analysis Volume [veh/h]	1	22	52	186	5	395	105	104	3	77	1012	61	326	1455	261
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.03	0.00	0.00	0.12	0.06	0.06	0.00	0.05	0.21	0.21	0.10	0.34	0.34
Intersection LOS	A														
Intersection V/C	0.579														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.621

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	45	0	3	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	285	298	54	289	592	280	1055	258	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	73	71	75	14	72	148	70	264	65	0	0	0
Total Analysis Volume [veh/h]	291	285	298	54	289	592	280	1055	258	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.17	0.18	0.03	0.09	0.01	0.16	0.31	0.15	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.621											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	41	521	74	3	26	351	6	35	9	31	142	17	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	-5	0	6	0	0	0	0	0	42	0	63
Diverted Trips [veh/h]	6	0	0	0	0	0	0	0	1	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	5	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	41	528	74	3	32	351	6	36	9	31	184	17	158
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	10	132	19	1	8	88	2	9	2	8	46	4	40
Total Analysis Volume [veh/h]	11	41	528	74	3	32	351	6	36	9	31	184	17	158
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.18	0.18	0.00	0.02	0.11	0.11	0.02	0.01	0.02	0.11	0.10	0.10
Intersection LOS	A													
Intersection V/C	0.372													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	30	633	51	0	10	486	17	1	0	9	5	1	11
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	-5	28	0	0	42	0	0	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	5	1	0	0	0	0	0	6
Pass-by Trips [veh/h]	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	30	633	79	0	10	533	18	1	0	9	5	1	24
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	166	21	0	3	139	5	0	0	2	1	0	6
Total Analysis Volume [veh/h]	4	31	662	83	0	10	558	19	1	0	9	5	1	25
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

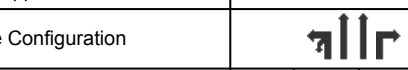
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.73	8.80	0.00	0.00	15.12	9.24	0.00	0.00	0.00	0.00	10.15	0.00	0.00	11.00
Movement LOS	B	A	A	A	C	A	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	2.64	2.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.97	0.00	0.00	3.12
d_A, Approach Delay [s/veh]	0.41				0.16				10.15			11.00		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.56													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	42	0	0	0	0	0	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	14	280	206	0	522	14	14	1	32	54	17	433
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	70	52	0	131	4	4	0	8	14	4	108
Total Analysis Volume [veh/h]	8	14	280	206	0	522	14	14	1	32	54	17	433
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.08	0.12	0.00	0.16	0.16	0.01	0.03	0.03	0.03	0.04	0.25
Intersection LOS	A												
Intersection V/C	0.479												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.214

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	5	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	409	189	0	149	279
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	102	47	0	37	0
Total Analysis Volume [veh/h]	0	409	189	0	149	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.12	0.11	0.00	0.04	0.00
Intersection LOS	A					
Intersection V/C	0.214					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	14	3	7	7	3	54	18	79	2	7	103	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	104	0	0	0	0	0	0	-5	6	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	5	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	118	3	7	7	3	54	18	81	8	7	109	9
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	1	2	2	1	16	5	23	2	2	32	3
Total Analysis Volume [veh/h]	137	3	8	8	3	63	21	94	9	8	126	10
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	747	841	775	783
Degree of Utilization, x	0.20	0.09	0.16	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.73	0.29	0.57	0.67
95th-Percentile Queue Length [ft]	18.34	7.22	14.17	16.75
Approach Delay [s/veh]	9.00	7.70	8.52	8.63
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.57			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.061

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	3	4	0	9	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	4	0	16	46	2
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	5	15	1
Total Analysis Volume [veh/h]	4	5	0	21	60	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	8.88	8.61
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.20	0.20
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	5.07	5.07
d_A, Approach Delay [s/veh]	3.23		0.00		8.87	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.042

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	84	180	87	13	17	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	88	180	87	13	17	57
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	53	26	4	5	17
Total Analysis Volume [veh/h]	104	212	103	15	20	67
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.04	0.07
d_M, Delay for Movement [s/veh]	7.63	0.00	0.00	0.00	13.21	9.42
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.23	0.00	0.00	0.00	0.38	0.38
95th-Percentile Queue Length [ft/ln]	5.70	0.00	0.00	0.00	9.54	9.54
d_A, Approach Delay [s/veh]	2.51		0.00		10.29	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.24					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.100

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	42	91	181	4	1	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	42	104	185	4	1	83
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	12	31	54	1	0	24
Total Analysis Volume [veh/h]	49	122	217	5	1	97
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.11	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.15	8.74	7.82	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.33	0.38	0.42	0.42	0.00	0.00
95th-Percentile Queue Length [ft/ln]	8.27	9.49	10.56	10.56	0.00	0.00
d_A, Approach Delay [s/veh]	10.00		7.64		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.94					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	789	0	487	173	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	51	0	0	122	43	0
Total Analysis Volume [veh/h]	204	0	0	487	173	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.14	0.10	0.00
Intersection LOS	A					
Intersection V/C	0.253					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	24	0	0	12	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	6	0	7	104
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	1	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	29	7	12	7	104
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	8	2	3	2	28
Total Analysis Volume [veh/h]	26	32	8	13	8	113
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	9.35	8.97
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34	0.34	10.04	10.04
d_A, Approach Delay [s/veh]	0.00		2.80		9.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.74					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	93	0	0	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	13	0	-5	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	6	0	0	7	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	13	93	2	4	119
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	25	1	1	32
Total Analysis Volume [veh/h]	8	14	101	2	4	129
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.93	8.89	0.00	0.00	7.42	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.95	1.95	0.00	0.00	0.20	0.20
d_A, Approach Delay [s/veh]	9.26		0.00		0.22	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.91					
Intersection LOS	A					

Victoria Boulevard Apartments

Vistro File: G:\...\PM.vistro
Report File: G:\...\PMEp.pdf

Scenario 2 Existing Plus Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.588	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.698	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.475	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	21.7	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.700	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.289	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.240	8.4	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.129	9.1	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.032	12.7	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.178	12.6	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.297	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.005	9.5	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.006	10.4	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.588

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	6	0	0	0	0	19	0	0	11	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	38	85	407	2	277	106	131	5	111	1104	71	433	1374	368
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	21	102	1	69	27	33	1	28	276	18	108	344	92
Total Analysis Volume [veh/h]	1	38	85	407	2	277	106	131	5	111	1104	71	433	1374	368
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.05	0.00	0.00	0.08	0.06	0.08	0.00	0.07	0.23	0.23	0.13	0.34	0.34
Intersection LOS	A														
Intersection V/C	0.588														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.698

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	267	381	153	636	847	184	805	394	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	121	67	95	38	159	212	46	201	99	0	0	0
Total Analysis Volume [veh/h]	485	267	381	153	636	847	184	805	394	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.22	0.22	0.09	0.19	0.14	0.11	0.24	0.23	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.698											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	75	750	90	6	63	736	17	73	20	61	100	24	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	26	0	0	0	0	0	27	0	36
Diverted Trips [veh/h]	9	0	0	0	0	0	0	0	4	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	75	754	90	6	89	736	17	77	20	61	127	24	110
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	19	189	23	2	22	184	4	19	5	15	32	6	28
Total Analysis Volume [veh/h]	12	75	754	90	6	89	736	17	77	20	61	127	24	110
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.25	0.25	0.00	0.05	0.22	0.22	0.05	0.01	0.04	0.07	0.08	0.08
Intersection LOS	A													
Intersection V/C	0.475													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	24	905	45	0	13	855	21	4	0	15	9	0	16
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	89	0	0	27	0	0	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	24	905	134	0	13	891	21	4	0	15	9	0	29
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	230	34	0	3	226	5	1	0	4	2	0	7
Total Analysis Volume [veh/h]	6	24	920	136	0	13	905	21	4	0	15	9	0	29
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

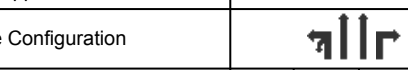
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	18.53	10.28	0.00	0.00	21.74	10.61	0.00	0.00	0.00	0.00	11.78	0.00	0.00	12.73
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.19
95th-Percentile Queue Length [ft/ln]	3.42	3.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.12	0.00	0.00	4.65
d_A, Approach Delay [s/veh]	0.33				0.15				11.78			12.73		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.50													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.700

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	0	0	27	0	0	0	0	0	0	58
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	7	434	210	0	894	7	11	1	30	83	10	637
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	109	53	0	224	2	3	0	8	21	3	159
Total Analysis Volume [veh/h]	11	7	434	210	0	894	7	11	1	30	83	10	637
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.13	0.12	0.00	0.27	0.27	0.01	0.02	0.02	0.05	0.05	0.37
Intersection LOS	C												
Intersection V/C	0.700												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.289

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	4	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	477	278	0	257	302
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	119	70	0	64	0
Total Analysis Volume [veh/h]	0	477	278	0	257	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.16	0.00	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.289					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	8	4	12	7	3	52	39	122	4	5	100	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	7	20	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	4	12	7	3	52	39	129	24	5	104	5
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	3	2	1	13	10	33	6	1	27	1
Total Analysis Volume [veh/h]	69	4	12	7	3	53	40	132	25	5	107	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	749	840	820	801
Degree of Utilization, x	0.11	0.08	0.24	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.38	0.24	0.94	0.51
95th-Percentile Queue Length [ft]	9.57	6.07	23.43	12.75
Approach Delay [s/veh]	8.43	7.63	8.77	8.26
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.42			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.129

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	1	2	3	7	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	3	11	110	5
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	3	32	1
Total Analysis Volume [veh/h]	1	2	4	13	129	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	9.14	8.92
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.46	0.46
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	11.57	11.57
d_A, Approach Delay [s/veh]	2.42		0.00		9.13	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	67	103	161	11	16	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	103	161	11	16	112
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	27	43	3	4	30
Total Analysis Volume [veh/h]	85	109	171	12	17	119
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.03	0.14
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	0.00	12.73	10.07
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.61	0.61
95th-Percentile Queue Length [ft/ln]	4.87	0.00	0.00	0.00	15.21	15.21
d_A, Approach Delay [s/veh]	3.40		0.00		10.40	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.04					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.178

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	94	150	147	2	0	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	158	160	2	0	51
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	43	44	1	0	14
Total Analysis Volume [veh/h]	102	172	174	2	0	55
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.16	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.61	8.94	7.62	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.64	0.56	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.02	14.06	8.62	8.62	0.00	0.00
d_A, Approach Delay [s/veh]	10.31		7.53		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.22					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.297

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	857	0	533	142	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	77	0	0	133	36	0
Total Analysis Volume [veh/h]	307	0	0	533	142	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.16	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.297					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	24	0	0	12	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	20	0	4	59
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	89	20	12	4	59
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	24	5	3	1	16
Total Analysis Volume [veh/h]	26	97	22	13	4	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.50	0.00	9.51	8.92
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.04	1.04	5.59	5.59
d_A, Approach Delay [s/veh]	0.00		4.71		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.42					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	141	0	0	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	8	0	7	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	141	7	13	110
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	38	2	4	30
Total Analysis Volume [veh/h]	4	9	153	8	14	120
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.37	9.12	0.00	0.00	7.56	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.22	1.22	0.00	0.00	0.69	0.69
d_A, Approach Delay [s/veh]	9.51		0.00		0.79	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.75					
Intersection LOS	B					

Victoria Boulevard Apartments

Vistro File: G:\...\SAT.vistro
Report File: G:\...\SATEp.pdf

Scenario 2 Existing Plus Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.555	-	A
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Right	0.674	-	B
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.509	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	24.5	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.703	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.272	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.218	8.7	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.173	9.3	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.002	12.7	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.131	12.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.250	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.008	9.7	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.010	10.2	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.555

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	7	0	0	0	0	21	0	0	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	49	122	425	10	239	72	153	11	128	983	93	380	1219	246
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	12	31	106	3	60	18	38	3	32	246	23	95	305	62
Total Analysis Volume [veh/h]	2	49	122	425	10	239	72	153	11	128	983	93	380	1219	246
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.07	0.01	0.01	0.07	0.04	0.09	0.01	0.08	0.21	0.21	0.11	0.29	0.29
Intersection LOS	A														
Intersection V/C	0.555														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.674

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	395	274	327	69	604	559	187	653	425	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	99	69	82	17	151	140	47	163	106	0	0	0
Total Analysis Volume [veh/h]	395	274	327	69	604	559	187	653	425	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.20	0.19	0.04	0.18	0.05	0.11	0.19	0.25	0.00	0.00	0.00
Intersection LOS	B											
Intersection V/C	0.674											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.509

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	78	874	55	4	47	765	15	54	22	72	87	29	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	0	0	28	0	0	0	0	0	42	0	58
Diverted Trips [veh/h]	10	0	0	0	0	0	0	0	2	1	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	78	880	55	4	75	765	15	56	23	72	129	29	153
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	220	14	1	19	191	4	14	6	18	32	7	38
Total Analysis Volume [veh/h]	13	78	880	55	4	75	765	15	56	23	72	129	29	153
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.28	0.28	0.00	0.04	0.23	0.23	0.03	0.01	0.04	0.08	0.11	0.11
Intersection LOS	A													
Intersection V/C	0.509													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	24.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	15	985	16	0	10	898	13	2	1	6	9	1	15
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	97	0	0	42	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	9	1	0	0	0	0	0	10
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	15	985	113	0	10	949	14	2	1	6	9	1	31
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9841	0.9555	0.9555	0.9841	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	258	30	0	3	248	4	1	0	2	2	0	8
Total Analysis Volume [veh/h]	5	16	1031	118	0	10	993	15	2	1	6	9	1	32
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

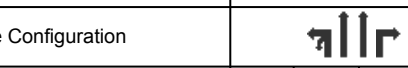
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.02	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	20.04	10.61	0.00	0.00	24.55	11.06	0.00	0.00	0.00	0.00	12.10	0.00	0.00	13.38
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.22
95th-Percentile Queue Length [ft/ln]	2.42	2.42	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.00	5.56
d_A, Approach Delay [s/veh]	0.23				0.11				12.10			13.38		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.40													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	35	0	0	42	0	0	0	0	0	0	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	492	191	0	957	15	9	0	17	36	11	612
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	123	48	0	239	4	2	0	4	9	3	153
Total Analysis Volume [veh/h]	9	3	492	191	0	957	15	9	0	17	36	11	612
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.14	0.11	0.00	0.29	0.29	0.01	0.00	0.02	0.02	0.03	0.36
Intersection LOS	C												
Intersection V/C	0.703												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.272

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	6	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	465	238	0	280	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	116	60	0	70	0
Total Analysis Volume [veh/h]	0	465	238	0	280	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.14	0.00	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.272					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.218

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	2	11	5	2	45	26	84	1	4	111	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	0	0	0	0	0	0	7	21	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	2	11	5	2	45	26	91	22	4	117	3
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	3	2	1	14	8	28	7	1	36	1
Total Analysis Volume [veh/h]	123	2	14	6	2	56	32	113	27	5	145	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	733	819	788	777
Degree of Utilization, x	0.19	0.08	0.22	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.69	0.25	0.83	0.74
95th-Percentile Queue Length [ft]	17.37	6.34	20.73	18.39
Approach Delay [s/veh]	9.05	7.77	8.84	8.78
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.75			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.173

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	0	3	1	7	19	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	97	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	1	13	116	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	5	43	1
Total Analysis Volume [veh/h]	0	4	1	19	174	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	9.35	9.13
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.64	0.64
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	15.93	15.93
d_A, Approach Delay [s/veh]	0.00		0.00		9.34	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.23					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.002

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	100	100	113	3	1	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	114	100	113	3	1	103
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	27	30	1	0	28
Total Analysis Volume [veh/h]	123	108	122	3	1	111
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	0.00	12.73	9.42
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.28	0.00	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	6.88	0.00	0.00	0.00	10.35	10.35
d_A, Approach Delay [s/veh]	4.09		0.00		9.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.28					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.131

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	73	136	143	4	2	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	73	148	157	4	2	56
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	39	41	1	1	15
Total Analysis Volume [veh/h]	77	156	165	4	2	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.14	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.03	8.89	7.61	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.45	0.50	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	11.21	12.58	8.48	8.48	0.00	0.00
d_A, Approach Delay [s/veh]	9.93		7.43		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.71					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	622	0	498	112	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	45	0	0	125	28	0
Total Analysis Volume [veh/h]	181	0	0	498	112	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.15	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.250					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	22	0	0	8	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	21	0	6	94
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	22	97	21	8	6	94
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	26	6	2	2	26
Total Analysis Volume [veh/h]	24	105	23	9	7	102
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	9.71	9.12
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.10	1.10	9.41	9.41
d_A, Approach Delay [s/veh]	0.00		5.40		9.16	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.34					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	100	0	0	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	0	7	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	12	100	7	14	118
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	27	2	4	32
Total Analysis Volume [veh/h]	7	13	109	8	15	128
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.17	8.93	0.00	0.00	7.47	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.82	1.82	0.00	0.00	0.72	0.72
d_A, Approach Delay [s/veh]	9.37		0.00		0.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.07					
Intersection LOS	B					

OPENING YEAR (2025) WITHOUT PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM.vistro
Report File: G:\...\AMOY.pdf

Scenario 3 Opening Year without Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.681	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.710	-	C
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Right	0.338	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	15.6	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.502	-	A
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.224	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	WB Thru	0.168	7.9	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.025	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.033	13.3	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.110	13.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.304	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.681

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	34	169	0	16	14	23	0	58	45	0	234	78	9
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	23	89	366	5	433	125	133	3	140	1113	65	580	1602	280
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	22	92	1	108	31	33	1	35	278	16	145	401	70
Total Analysis Volume [veh/h]	1	23	89	366	5	433	125	133	3	140	1113	65	580	1602	280
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.05	0.00	0.00	0.13	0.07	0.08	0.00	0.08	0.23	0.23	0.17	0.37	0.37
Intersection LOS	B														
Intersection V/C	0.681														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	-6	-23	0	-8	17	14	139	44	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	405	284	246	57	296	645	311	1259	315	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	71	62	14	74	161	78	315	79	0	0	0
Total Analysis Volume [veh/h]	405	284	246	57	296	645	311	1259	315	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	1.06	0.14	0.03	0.09	0.01	0.18	0.37	0.19	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.710											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.338

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	41	521	74	3	26	351	6	35	9	31	142	17	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	97	-74	0	-15	37	0	0	0	0	-35	0	-33
Diverted Trips [veh/h]	6	0	0	0	0	0	0	0	1	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	44	650	5	3	13	410	6	38	10	33	116	18	68
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	163	1	1	3	103	2	10	3	8	29	5	17
Total Analysis Volume [veh/h]	11	44	650	5	3	13	410	6	38	10	33	116	18	68
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.19	0.19	0.00	0.01	0.12	0.12	0.02	0.01	0.02	0.07	0.05	0.05
Intersection LOS	A													
Intersection V/C	0.338													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	30	633	51	0	10	486	17	1	0	9	5	1	11
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	23	0	0	0	2	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	5	1	0	0	0	0	0	6
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	32	695	54	0	11	523	19	1	0	10	5	1	18
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	182	14	0	3	137	5	0	0	3	1	0	5
Total Analysis Volume [veh/h]	4	33	727	56	0	12	547	20	1	0	10	5	1	19
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

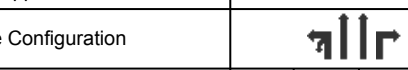
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.03
d_M, Delay for Movement [s/veh]	12.63	8.77	0.00	0.00	15.64	9.40	0.00	0.00	0.00	0.00	10.12	0.00	0.00	11.12
Movement LOS	B	A	A	A	C	A	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.10
95th-Percentile Queue Length [ft/ln]	2.77	2.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.07	0.00	0.00	2.42
d_A, Approach Delay [s/veh]	0.41				0.19				10.12			11.12		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.54													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.502

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	-7	15	0	2	0	0	0	0	4	0	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	281	234	0	512	15	15	1	34	61	18	475
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	70	59	0	128	4	4	0	9	15	5	119
Total Analysis Volume [veh/h]	8	15	281	234	0	512	15	15	1	34	61	18	475
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.08	0.14	0.00	0.16	0.16	0.01	0.03	0.03	0.04	0.05	0.28
Intersection LOS	A												
Intersection V/C	0.502												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.224

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	-2	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	443	193	0	150	308
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	111	48	0	38	0
Total Analysis Volume [veh/h]	0	443	193	0	150	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.11	0.00	0.04	0.00
Intersection LOS	A					
Intersection V/C	0.224					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	7.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.168

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	14	3	7	7	3	54	18	79	2	7	103	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	-7	0	0	-4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	3	7	7	3	57	19	77	2	7	105	10
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	1	2	2	1	17	6	22	1	2	30	3
Total Analysis Volume [veh/h]	17	3	8	8	3	66	22	89	2	8	122	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	793	890	829	847
Degree of Utilization, x	0.04	0.09	0.14	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.28	0.47	0.60
95th-Percentile Queue Length [ft]	2.74	7.08	11.78	14.99
Approach Delay [s/veh]	7.71	7.43	8.03	8.10
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	7.90			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.025

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	3	4	0	9	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	4	0	10	19	2
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	3	6	1
Total Analysis Volume [veh/h]	4	5	0	13	25	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.72	8.45
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.09	0.09
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	2.15	2.15
d_A, Approach Delay [s/veh]	3.22		0.00		8.69	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	84	180	87	13	17	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	0	-5	-5	-2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	90	191	92	9	13	45
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	56	27	3	4	13
Total Analysis Volume [veh/h]	106	225	109	11	15	53
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.03	0.06
d_M, Delay for Movement [s/veh]	7.64	0.00	0.00	0.00	13.30	9.30
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.23	0.00	0.00	0.00	0.29	0.29
95th-Percentile Queue Length [ft/ln]	5.83	0.00	0.00	0.00	7.32	7.32
d_A, Approach Delay [s/veh]	2.45		0.00		10.18	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.90					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.110

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	42	91	181	4	1	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-1	-1	1	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	96	193	4	1	88
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	28	57	1	0	26
Total Analysis Volume [veh/h]	52	113	227	5	1	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.10	0.15	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.53	8.71	7.86	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.35	0.45	0.45	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.18	8.71	11.15	11.15	0.00	0.00
d_A, Approach Delay [s/veh]	10.23		7.69		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.93					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	249	0	125	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	1074	0	642	184	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	0	161	46	0
Total Analysis Volume [veh/h]	223	0	0	642	184	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.19	0.11	0.00
Intersection LOS	A					
Intersection V/C	0.304					

Victoria Boulevard Apartments

Vistro File: G:\...\PM.vistro
Report File: G:\...\PMOY.pdf

Scenario 3 Opening Year without Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.682	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.768	-	C
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.447	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	21.5	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.713	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.294	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.210	8.1	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.026	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.026	12.6	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.186	12.6	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.364	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.682

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	85	0	9	8	13	0	51	29	0	140	82	35
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	40	107	517	2	297	121	152	5	169	1181	75	600	1529	421
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	27	129	1	74	30	38	1	42	295	19	150	382	105
Total Analysis Volume [veh/h]	1	40	107	517	2	297	121	152	5	169	1181	75	600	1529	421
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.06	0.00	0.00	0.09	0.07	0.09	0.00	0.10	0.25	0.25	0.18	0.38	0.38
Intersection LOS	B														
Intersection V/C	0.682														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	-5	-20	0	-4	10	12	88	38	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	572	270	359	162	657	909	207	943	442	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	143	68	90	41	164	227	52	236	111	0	0	0
Total Analysis Volume [veh/h]	572	270	359	162	657	909	207	943	442	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.25	0.21	0.10	0.19	0.15	0.12	0.28	0.26	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.768											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.447

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	75	750	90	6	63	736	17	73	20	61	100	24	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	60	-35	0	-6	30	0	0	0	0	-28	0	-29
Diverted Trips [veh/h]	9	0	0	0	0	0	0	0	4	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	80	856	61	6	61	811	18	81	21	65	78	25	50
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	214	15	2	15	203	5	20	5	16	20	6	13
Total Analysis Volume [veh/h]	12	80	856	61	6	61	811	18	81	21	65	78	25	50
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.27	0.27	0.00	0.04	0.24	0.24	0.05	0.01	0.04	0.05	0.04	0.04
Intersection LOS	A													
Intersection V/C	0.447													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	24	905	45	0	13	855	21	4	0	15	9	0	16
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	25	0	0	0	2	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	25	986	48	0	14	919	22	4	0	16	10	0	26
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	250	12	0	4	233	6	1	0	4	3	0	7
Total Analysis Volume [veh/h]	6	25	1002	49	0	14	934	22	4	0	16	10	0	26
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

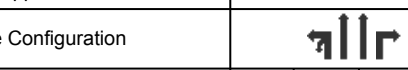
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.05
d_M, Delay for Movement [s/veh]	19.22	10.45	0.00	0.00	21.51	10.59	0.00	0.00	0.00	0.00	11.96	0.00	0.00	12.65
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.17
95th-Percentile Queue Length [ft/ln]	3.67	3.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.32	0.00	0.00	4.13
d_A, Approach Delay [s/veh]	0.35				0.15				11.96			12.65		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.50													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.713

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	-3	9	0	2	0	0	0	0	4	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	7	425	232	0	922	7	12	1	32	92	11	643
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	106	58	0	231	2	3	0	8	23	3	161
Total Analysis Volume [veh/h]	12	7	425	232	0	922	7	12	1	32	92	11	643
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.13	0.14	0.00	0.27	0.27	0.01	0.03	0.03	0.05	0.06	0.38
Intersection LOS	C												
Intersection V/C	0.713												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	510	291	0	246	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	128	73	0	62	0
Total Analysis Volume [veh/h]	0	510	291	0	246	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.17	0.00	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.294					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	8	4	12	7	3	52	39	122	4	5	100	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	-3	0	0	-3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	4	13	7	3	55	41	127	4	5	103	5
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	3	2	1	14	11	33	1	1	26	1
Total Analysis Volume [veh/h]	8	4	13	7	3	56	42	130	4	5	106	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	815	872	839	837
Degree of Utilization, x	0.03	0.08	0.21	0.14

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.25	0.79	0.48
95th-Percentile Queue Length [ft]	2.37	6.13	19.73	12.01
Approach Delay [s/veh]	7.55	7.47	8.43	8.00
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.08			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	1	2	3	7	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	3	7	22	5
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	2	6	1
Total Analysis Volume [veh/h]	1	2	4	8	26	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.69	8.47
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	2.43	2.43
d_A, Approach Delay [s/veh]	2.41		0.00		8.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.04					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.026

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	67	103	161	11	16	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	-3	-4	1
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	71	109	171	9	13	111
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	29	45	2	3	29
Total Analysis Volume [veh/h]	75	116	182	10	14	118
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.05	0.00	0.00	0.00	0.03	0.14
d_M, Delay for Movement [s/veh]	7.76	0.00	0.00	0.00	12.62	10.09
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.17	0.00	0.00	0.00	0.59	0.59
95th-Percentile Queue Length [ft/ln]	4.30	0.00	0.00	0.00	14.63	14.63
d_A, Approach Delay [s/veh]	3.05		0.00		10.36	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.78					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.186

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	94	150	147	2	0	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-1	2	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	161	156	2	0	54
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	44	42	1	0	15
Total Analysis Volume [veh/h]	108	175	170	2	0	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.16	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.59	8.96	7.62	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.68	0.57	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	16.89	14.35	8.41	8.41	0.00	0.00
d_A, Approach Delay [s/veh]	10.34		7.53		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.21					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	189	0	64	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	346	1051	0	630	151	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	0	0	158	38	0
Total Analysis Volume [veh/h]	346	0	0	630	151	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	65
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.19	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.364					

Victoria Boulevard Apartments

Vistro File: G:\...\SAT.vistro
Report File: G:\...\SATOY.pdf

Scenario 3 Opening Year without Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.672	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Right	0.796	-	C
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Right	0.500	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	27.0	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.768	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.279	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.185	8.1	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.030	8.7	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.000	12.7	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.144	12.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.324	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.672

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	27	137	0	16	9	27	0	76	49	0	159	108	36
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	52	157	588	11	262	85	189	12	212	1070	99	562	1383	291
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	39	147	3	66	21	47	3	53	268	25	141	346	73
Total Analysis Volume [veh/h]	2	52	157	588	11	262	85	189	12	212	1070	99	562	1383	291
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.09	0.01	0.01	0.08	0.05	0.11	0.01	0.12	0.23	0.23	0.17	0.33	0.33
Intersection LOS	B														
Intersection V/C	0.672														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.796

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	184	-4	-17	0	-4	29	26	166	88	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	591	274	288	73	622	622	225	859	524	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	148	69	72	18	156	156	56	215	131	0	0	0
Total Analysis Volume [veh/h]	591	274	288	73	622	622	225	859	524	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.25	0.17	0.04	0.18	0.05	0.13	0.25	0.31	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.796											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.500

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	78	874	55	4	47	765	15	54	22	72	87	29	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	161	-50	0	-5	68	0	0	0	0	-25	0	-20
Diverted Trips [veh/h]	10	0	0	0	0	0	0	0	2	1	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	83	1089	8	4	45	880	16	59	24	76	67	31	81
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	272	2	1	11	220	4	15	6	19	17	8	20
Total Analysis Volume [veh/h]	13	83	1089	8	4	45	880	16	59	24	76	67	31	81
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.32	0.32	0.00	0.03	0.26	0.26	0.03	0.01	0.04	0.04	0.07	0.07
Intersection LOS	A													
Intersection V/C	0.500													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	27.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	15	985	16	0	10	898	13	2	1	6	9	1	15
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	111	0	0	0	43	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	9	1	0	0	0	0	0	10
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	16	1157	17	0	11	1005	15	2	1	6	10	1	26
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9841	0.9555	0.9555	0.9841	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	303	4	0	3	263	4	1	0	2	3	0	7
Total Analysis Volume [veh/h]	5	17	1211	18	0	12	1052	16	2	1	6	10	1	27
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

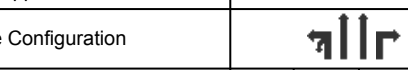
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	21.55	10.96	0.00	0.00	27.02	11.54	0.00	0.00	0.00	0.00	12.43	0.00	0.00	13.83
Movement LOS	C	B	A	A	D	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.11	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.20
95th-Percentile Queue Length [ft/ln]	2.75	2.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.93	0.00	0.00	4.95
d_A, Approach Delay [s/veh]	0.24				0.13				12.43			13.83		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.37													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.768

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	10	0	43	0	0	0	0	4	0	108
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	488	213	0	1014	16	10	0	18	42	12	692
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	122	53	0	254	4	3	0	5	11	3	173
Total Analysis Volume [veh/h]	10	3	488	213	0	1014	16	10	0	18	42	12	692
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.14	0.13	0.00	0.30	0.30	0.01	0.00	0.02	0.02	0.03	0.41
Intersection LOS	C												
Intersection V/C	0.768												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.279

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	10	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	503	256	0	267	360
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	126	64	0	67	0
Total Analysis Volume [veh/h]	0	503	256	0	267	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.15	0.00	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.279					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.185

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	2	11	5	2	45	26	84	1	4	111	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	4	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	2	12	5	2	48	28	93	1	4	118	3
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	4	2	1	15	9	29	0	1	37	1
Total Analysis Volume [veh/h]	6	2	15	6	2	60	35	115	1	5	146	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	826	870	830	840
Degree of Utilization, x	0.03	0.08	0.18	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.09	0.25	0.66	0.67
95th-Percentile Queue Length [ft]	2.15	6.34	16.56	16.84
Approach Delay [s/veh]	7.48	7.48	8.30	8.25
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.10			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.030

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	0	3	1	7	19	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	1	7	20	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	3	7	1
Total Analysis Volume [veh/h]	0	4	1	10	30	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.00
d_M, Delay for Movement [s/veh]	7.24	0.00	0.00	0.00	8.68	8.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	2.52	2.52
d_A, Approach Delay [s/veh]	0.00		0.00		8.66	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.96					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	100	100	113	3	1	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	-4	-3	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	110	106	120	0	0	104
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	29	32	0	0	28
Total Analysis Volume [veh/h]	119	114	129	0	0	112
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.00	0.12
d_M, Delay for Movement [s/veh]	7.69	0.00	0.00	0.00	12.75	9.45
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	0.41	0.41
95th-Percentile Queue Length [ft/ln]	6.66	0.00	0.00	0.00	10.34	10.34
d_A, Approach Delay [s/veh]	3.93		0.00		9.45	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.16					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.144

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	73	136	143	4	2	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	2	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	146	152	4	2	63
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	38	40	1	1	17
Total Analysis Volume [veh/h]	86	154	160	4	2	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.14	0.14	0.10	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.03	8.88	7.62	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.50	0.33	0.33	0.00	0.00
95th-Percentile Queue Length [ft/ln]	12.49	12.39	8.24	8.24	0.00	0.00
d_A, Approach Delay [s/veh]	10.01		7.44		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.67					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	268	0	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	877	0	631	119	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	0	0	158	30	0
Total Analysis Volume [veh/h]	208	0	0	631	119	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	65
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.19	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.324					

OPENING YEAR (2025) WITH PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM.vistro
Report File: G:\...\AMOYp.pdf

Scenario 4 Opening Year with Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.678	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.715	-	C
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.368	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	16.3	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.523	-	A
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.225	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.200	8.6	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.062	8.9	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.033	13.5	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.111	13.7	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.289	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.009	9.4	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.011	9.9	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.678

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	22	52	186	5	393	105	104	3	77	1006	61	326	1436	255
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	20	99	0	18	8	23	0	58	51	0	142	97	15
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	23	75	296	5	435	119	133	3	140	1119	65	488	1621	286
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	6	19	74	1	109	30	33	1	35	280	16	122	405	72
Total Analysis Volume [veh/h]	1	23	75	296	5	435	119	133	3	140	1119	65	488	1621	286
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.04	0.00	0.00	0.13	0.07	0.08	0.00	0.08	0.23	0.23	0.14	0.37	0.37
Intersection LOS	B														
Intersection V/C	0.678														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.715

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	121	6	22	0	-5	17	14	129	47	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	417	296	291	57	299	645	311	1249	318	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	104	74	73	14	75	161	78	312	80	0	0	0
Total Analysis Volume [veh/h]	417	296	291	57	299	645	311	1249	318	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	1.08	0.17	0.03	0.09	0.01	0.18	0.37	0.19	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.715											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.368

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	41	521	74	3	26	351	6	35	9	31	142	17	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	104	-79	0	-9	37	0	0	0	0	7	0	30
Diverted Trips [veh/h]	6	0	0	0	0	0	0	0	1	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	5	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	44	657	5	3	19	410	6	38	10	33	158	18	131
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	11	164	1	1	5	103	2	10	3	8	40	5	33
Total Analysis Volume [veh/h]	11	44	657	5	3	19	410	6	38	10	33	158	18	131
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.19	0.19	0.00	0.01	0.12	0.12	0.02	0.01	0.02	0.09	0.09	0.09
Intersection LOS	A													
Intersection V/C	0.368													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	30	633	51	0	10	486	17	1	0	9	5	1	11
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	18	28	0	0	44	0	0	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	5	1	0	0	0	0	0	6
Pass-by Trips [veh/h]	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	32	695	82	0	11	565	19	1	0	10	5	1	25
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	8	182	21	0	3	148	5	0	0	3	1	0	7
Total Analysis Volume [veh/h]	4	33	727	86	0	12	591	20	1	0	10	5	1	26
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

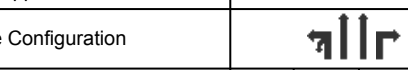
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.01	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	13.17	8.92	0.00	0.00	16.29	9.51	0.00	0.00	0.00	0.00	10.29	0.00	0.00	11.34
Movement LOS	B	A	A	A	C	A	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	2.90	2.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.10	0.00	0.00	3.43
d_A, Approach Delay [s/veh]	0.41				0.18				10.29			11.34		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.57													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.523

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	9	0	44	0	0	0	0	4	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	290	228	0	554	15	15	1	34	61	18	489
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	73	57	0	139	4	4	0	9	15	5	122
Total Analysis Volume [veh/h]	8	15	290	228	0	554	15	15	1	34	61	18	489
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.09	0.13	0.00	0.17	0.17	0.01	0.03	0.03	0.04	0.05	0.29
Intersection LOS	A												
Intersection V/C	0.523												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	3	0	8	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	438	198	0	158	304
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	110	50	0	40	0
Total Analysis Volume [veh/h]	0	438	198	0	158	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.13	0.12	0.00	0.05	0.00
Intersection LOS	A					
Intersection V/C	0.225					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.200

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	14	3	7	7	3	54	18	79	2	7	103	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	104	0	0	0	0	0	0	-12	6	0	-3	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	5	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	3	7	7	3	57	19	79	8	7	111	10
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	1	2	2	1	17	6	23	2	2	32	3
Total Analysis Volume [veh/h]	138	3	8	8	3	66	22	92	9	8	129	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	745	839	773	783
Degree of Utilization, x	0.20	0.09	0.16	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.74	0.30	0.56	0.70
95th-Percentile Queue Length [ft]	18.57	7.55	14.10	17.48
Approach Delay [s/veh]	9.04	7.72	8.54	8.68
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.60			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.062

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	3	4	0	9	18	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	4	0	17	47	2
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	0	6	15	1
Total Analysis Volume [veh/h]	4	5	0	22	61	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	8.89	8.61
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.21	0.21
95th-Percentile Queue Length [ft/ln]	0.14	0.14	0.00	0.00	5.16	5.16
d_A, Approach Delay [s/veh]	3.23		0.00		8.88	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.28					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	84	180	87	13	17	44
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	0	0	-5	-5	11
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	94	191	92	9	13	58
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	56	27	3	4	17
Total Analysis Volume [veh/h]	111	225	109	11	15	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.03	0.07
d_M, Delay for Movement [s/veh]	7.65	0.00	0.00	0.00	13.51	9.38
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	0.35	0.35
95th-Percentile Queue Length [ft/ln]	6.13	0.00	0.00	0.00	8.83	8.83
d_A, Approach Delay [s/veh]	2.53		0.00		10.13	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.14					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	42	91	181	4	1	83
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-1	12	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	44	109	197	4	1	88
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	32	58	1	0	26
Total Analysis Volume [veh/h]	52	128	231	5	1	103
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.12	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.67	8.77	7.86	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.37	0.40	0.46	0.46	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.32	10.01	11.42	11.42	0.00	0.00
d_A, Approach Delay [s/veh]	10.18		7.70		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.02					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.289

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	191	0	73	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	1016	0	590	184	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	56	0	0	148	46	0
Total Analysis Volume [veh/h]	223	0	0	590	184	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.17	0.11	0.00
Intersection LOS	A					
Intersection V/C	0.289					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	24	0	0	12	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	6	0	7	104
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	1	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	29	7	13	7	104
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	8	2	4	2	28
Total Analysis Volume [veh/h]	27	32	8	14	8	113
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	7.34	0.00	9.36	8.98
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34	0.34	10.06	10.06
d_A, Approach Delay [s/veh]	0.00		2.67		9.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.68					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	93	0	0	119
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	13	-7	-5	4	-4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	6	0	0	7	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	13	92	2	4	122
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	25	1	1	33
Total Analysis Volume [veh/h]	8	14	100	2	4	133
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	9.95	8.88	0.00	0.00	7.42	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.08	0.08	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	1.95	1.95	0.00	0.00	0.20	0.20
d_A, Approach Delay [s/veh]	9.27		0.00		0.22	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.89					
Intersection LOS	A					

Victoria Boulevard Apartments

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Scenario 4 Opening Year with Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.687	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.777	-	C
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.485	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	24.2	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.755	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.303	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.250	8.5	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.130	9.1	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.028	13.0	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.195	13.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.364	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.005	9.5	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.006	10.4	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.687

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	38	85	407	2	271	106	131	5	111	1085	71	433	1363	364
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	17	85	0	15	8	13	0	51	48	0	140	93	39
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	40	107	517	2	303	121	152	5	169	1200	75	600	1540	425
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	10	27	129	1	76	30	38	1	42	300	19	150	385	106
Total Analysis Volume [veh/h]	1	40	107	517	2	303	121	152	5	169	1200	75	600	1540	425
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.02	0.06	0.00	0.00	0.09	0.07	0.09	0.00	0.10	0.25	0.25	0.18	0.39	0.39
Intersection LOS	B														
Intersection V/C	0.687														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.777

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	3	4	0	9	10	12	88	51	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	580	278	383	162	670	909	207	943	455	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	145	70	96	41	168	227	52	236	114	0	0	0
Total Analysis Volume [veh/h]	580	278	383	162	670	909	207	943	455	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.17	0.25	0.23	0.10	0.20	0.15	0.12	0.28	0.27	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.777											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	75	750	90	6	63	736	17	73	20	61	100	24	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	64	-35	0	20	30	0	0	0	0	-1	0	7
Diverted Trips [veh/h]	9	0	0	0	0	0	0	0	4	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	80	860	61	6	87	811	18	81	21	65	105	25	86
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	20	215	15	2	22	203	5	20	5	16	26	6	22
Total Analysis Volume [veh/h]	12	80	860	61	6	87	811	18	81	21	65	105	25	86
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.27	0.27	0.00	0.05	0.24	0.24	0.05	0.01	0.04	0.06	0.07	0.07
Intersection LOS	A													
Intersection V/C	0.485													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	24	905	45	0	13	855	21	4	0	15	9	0	16
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	25	89	0	0	29	0	0	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	9	0	0	0	0	0	0	9
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	25	986	137	0	14	946	22	4	0	16	10	0	30
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	250	35	0	4	240	6	1	0	4	3	0	8
Total Analysis Volume [veh/h]	6	25	1002	139	0	14	961	22	4	0	16	10	0	30
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

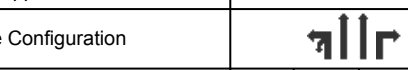
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	19.85	10.60	0.00	0.00	24.25	11.06	0.00	0.00	0.00	0.00	12.10	0.00	0.00	13.29
Movement LOS	C	B	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.00	0.21
95th-Percentile Queue Length [ft/ln]	3.79	3.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.36	0.00	0.00	5.16
d_A, Approach Delay [s/veh]	0.33				0.16				12.10			13.29		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.51													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.755

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	28	9	0	29	0	0	0	0	4	0	86
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	7	456	232	0	949	7	12	1	32	92	11	701
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	114	58	0	237	2	3	0	8	23	3	175
Total Analysis Volume [veh/h]	12	7	456	232	0	949	7	12	1	32	92	11	701
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.13	0.14	0.00	0.28	0.28	0.01	0.03	0.03	0.05	0.06	0.41
Intersection LOS	C												
Intersection V/C	0.755												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.303

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	4	0	25	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	516	295	0	271	328
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	129	74	0	68	0
Total Analysis Volume [veh/h]	0	516	295	0	271	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.17	0.00	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.303					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	8	4	12	7	3	52	39	122	4	5	100	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	4	20	0	1	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	67	4	13	7	3	55	41	134	24	5	107	5
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	3	2	1	14	11	34	6	1	27	1
Total Analysis Volume [veh/h]	69	4	13	7	3	56	42	137	25	5	110	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	745	835	817	797
Degree of Utilization, x	0.12	0.08	0.25	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.26	0.99	0.53
95th-Percentile Queue Length [ft]	9.74	6.42	24.65	13.20
Approach Delay [s/veh]	8.46	7.68	8.87	8.31
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.49			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.130

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	1	2	3	7	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	2	3	11	111	5
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	1	3	32	1
Total Analysis Volume [veh/h]	1	2	4	13	130	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	9.15	8.92
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	0.05	0.05	0.00	0.00	11.67	11.67
d_A, Approach Delay [s/veh]	2.42		0.00		9.14	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.01					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	67	103	161	11	16	104
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	-3	-4	9
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	84	109	171	9	13	119
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	29	45	2	3	32
Total Analysis Volume [veh/h]	89	116	182	10	14	126
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.03	0.15
d_M, Delay for Movement [s/veh]	7.79	0.00	0.00	0.00	13.02	10.16
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.21	0.00	0.00	0.00	0.63	0.63
95th-Percentile Queue Length [ft/ln]	5.16	0.00	0.00	0.00	15.77	15.77
d_A, Approach Delay [s/veh]	3.38		0.00		10.45	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.01					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	94	150	147	2	0	51
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-1	10	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	169	169	2	0	54
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	46	46	1	0	15
Total Analysis Volume [veh/h]	108	184	184	2	0	59
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.17	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.04	8.99	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.72	0.61	0.37	0.37	0.00	0.00
95th-Percentile Queue Length [ft/ln]	17.88	15.23	9.19	9.19	0.00	0.00
d_A, Approach Delay [s/veh]	10.49		7.56		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.32					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.364

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	234	0	64	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	346	1096	0	630	151	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	87	0	0	158	38	0
Total Analysis Volume [veh/h]	346	0	0	630	151	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	65
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.10	0.00	0.00	0.19	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.364					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	24	0	0	12	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	20	0	4	59
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	89	20	13	4	59
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	24	5	4	1	16
Total Analysis Volume [veh/h]	27	97	22	14	4	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	0.00	0.00	7.50	0.00	9.52	8.93
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.04	1.04	5.60	5.60
d_A, Approach Delay [s/veh]	0.00		4.58		8.96	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.40					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	141	0	0	110
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	8	-3	7	13	-3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	147	7	13	114
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	40	2	4	31
Total Analysis Volume [veh/h]	4	9	160	8	14	124
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.45	9.16	0.00	0.00	7.58	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.23	1.23	0.00	0.00	0.70	0.70
d_A, Approach Delay [s/veh]	9.56		0.00		0.77	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.72					
Intersection LOS	B					

Victoria Boulevard Apartments

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Scenario 4 Opening Year with Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.679	-	B
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Right	0.815	-	D
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.552	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	31.4	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.816	-	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.291	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.238	8.9	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.174	9.4	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.000	13.2	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.151	12.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.324	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.008	9.7	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.010	10.3	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.679

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	49	122	425	10	232	72	153	11	128	962	93	380	1201	240
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	27	137	0	23	9	27	0	76	70	0	159	126	42
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	52	157	588	11	269	85	189	12	212	1091	99	562	1401	297
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	13	39	147	3	67	21	47	3	53	273	25	141	350	74
Total Analysis Volume [veh/h]	2	52	157	588	11	269	85	189	12	212	1091	99	562	1401	297
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.09	0.01	0.01	0.08	0.05	0.11	0.01	0.12	0.23	0.23	0.17	0.33	0.33
Intersection LOS	B														
Intersection V/C	0.679														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.815

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	196	8	23	0	10	29	26	166	102	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	603	286	328	73	636	622	225	859	538	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	72	82	18	159	156	56	215	135	0	0	0
Total Analysis Volume [veh/h]	603	286	328	73	636	622	225	859	538	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.26	0.19	0.04	0.19	0.05	0.13	0.25	0.32	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.815											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.552

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	3	78	874	55	4	47	765	15	54	22	72	87	29	95
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	167	-50	0	23	68	0	0	0	0	17	0	38
Diverted Trips [veh/h]	10	0	0	0	0	0	0	0	2	1	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	13	83	1095	8	4	73	880	16	59	24	76	109	31	139
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	21	274	2	1	18	220	4	15	6	19	27	8	35
Total Analysis Volume [veh/h]	13	83	1095	8	4	73	880	16	59	24	76	109	31	139
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.05	0.32	0.32	0.00	0.04	0.26	0.26	0.03	0.01	0.04	0.06	0.10	0.10
Intersection LOS	A													
Intersection V/C	0.552													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	31.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	15	985	16	0	10	898	13	2	1	6	9	1	15
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	111	97	0	0	85	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	9	1	0	0	0	0	0	10
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	16	1157	114	0	11	1047	15	2	1	6	10	1	32
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9841	0.9555	0.9555	0.9841	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	4	303	30	0	3	274	4	1	0	2	3	0	8
Total Analysis Volume [veh/h]	5	17	1211	119	0	12	1096	16	2	1	6	10	1	33
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

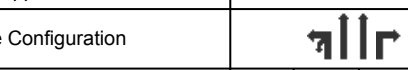
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.03	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.01	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	22.75	11.22	0.00	0.00	31.37	12.16	0.00	0.00	0.00	0.00	12.68	0.00	0.00	14.74
Movement LOS	C	B	A	A	D	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00	0.27
95th-Percentile Queue Length [ft/ln]	2.90	2.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.96	0.00	0.00	6.66
d_A, Approach Delay [s/veh]	0.23				0.13				12.68			14.74		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.40													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.816

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	38	10	0	85	0	0	0	0	4	0	170
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	523	213	0	1056	16	10	0	18	42	12	754
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	131	53	0	264	4	3	0	5	11	3	189
Total Analysis Volume [veh/h]	10	3	523	213	0	1056	16	10	0	18	42	12	754
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.15	0.13	0.00	0.32	0.32	0.01	0.00	0.02	0.02	0.03	0.44
Intersection LOS	D												
Intersection V/C	0.816												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.291

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	24	16	0	28	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	510	262	0	295	360
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	128	66	0	74	0
Total Analysis Volume [veh/h]	0	510	262	0	295	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.15	0.15	0.00	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.291					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	5	2	11	5	2	45	26	84	1	4	111	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	0	0	0	0	0	0	11	21	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	99	2	12	5	2	48	28	100	22	4	124	3
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	1	4	2	1	15	9	31	7	1	38	1
Total Analysis Volume [veh/h]	123	2	15	6	2	60	35	124	27	5	154	4
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	724	808	782	770
Degree of Utilization, x	0.19	0.08	0.24	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.71	0.27	0.93	0.80
95th-Percentile Queue Length [ft]	17.78	6.87	23.15	19.93
Approach Delay [s/veh]	9.15	7.86	9.04	8.93
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.89			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.174

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	0	3	1	7	19	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	97	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	3	1	13	117	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	1	0	5	44	1
Total Analysis Volume [veh/h]	0	4	1	19	175	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.17	0.00
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	9.35	9.13
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.64	0.64
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	16.04	16.04
d_A, Approach Delay [s/veh]	0.00		0.00		9.35	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.24					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	100	100	113	3	1	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	18	0	0	-4	-3	19
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	106	120	0	0	116
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	29	32	0	0	31
Total Analysis Volume [veh/h]	134	114	129	0	0	125
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	0.00	13.20	9.52
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.30	0.00	0.00	0.00	0.47	0.47
95th-Percentile Queue Length [ft/ln]	7.58	0.00	0.00	0.00	11.72	11.72
d_A, Approach Delay [s/veh]	4.17		0.00		9.52	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.151

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	73	136	143	4	2	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	14	14	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	82	158	166	4	2	63
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	42	44	1	1	17
Total Analysis Volume [veh/h]	86	166	175	4	2	66
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.15	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.45	8.93	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.53	0.54	0.36	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.25	13.52	9.09	9.09	0.00	0.00
d_A, Approach Delay [s/veh]	10.13		7.48		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.80					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.324

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	316	0	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	925	0	631	119	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	52	0	0	158	30	0
Total Analysis Volume [veh/h]	208	0	0	631	119	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	65
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.19	0.07	0.00
Intersection LOS	A					
Intersection V/C	0.324					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	22	0	0	8	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	21	0	6	94
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	97	21	8	6	94
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	26	6	2	2	26
Total Analysis Volume [veh/h]	25	105	23	9	7	102
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	9.71	9.13
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.10	1.10	9.43	9.43
d_A, Approach Delay [s/veh]	0.00		5.40		9.16	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.32					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	100	0	0	118
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	4	7	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	12	110	7	14	125
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	30	2	4	34
Total Analysis Volume [veh/h]	7	13	120	8	15	136
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.30	8.99	0.00	0.00	7.49	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.85	1.85	0.00	0.00	0.73	0.73
d_A, Approach Delay [s/veh]	9.45		0.00		0.74	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

YEAR 2045 WITHOUT PROJECT

Victoria Boulevard Apartments

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Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.773	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.803	-	D
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.382	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	18.2	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.703	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.251	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	WB Thru	0.175	8.0	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.027	8.8	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.043	13.6	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.116	13.9	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	WB Thru	0.346	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.773

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	50	101	395	5	459	139	158	3	145	1167	94	612	1967	293
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	50	101	395	5	459	139	158	3	145	1167	94	612	1967	293
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	25	99	1	115	35	40	1	36	292	24	153	492	73
Total Analysis Volume [veh/h]	1	50	101	395	5	459	139	158	3	145	1167	94	612	1967	293
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.06	0.00	0.00	0.14	0.08	0.09	0.00	0.09	0.25	0.25	0.18	0.44	0.44
Intersection LOS	C														
Intersection V/C	0.773														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.803

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	114	67	16	83	169	95	329	83	0	0	0
Total Analysis Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.27	0.16	0.04	0.10	0.00	0.22	0.39	0.19	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.803											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.382

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	58	778	6	3	17	443	7	39	11	34	121	19	71
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	11	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	58	778	6	3	17	443	7	44	16	34	121	19	71
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	15	195	2	1	4	111	2	11	4	9	30	5	18
Total Analysis Volume [veh/h]	15	58	778	6	3	17	443	7	44	16	34	121	19	71
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.23	0.23	0.00	0.01	0.13	0.13	0.03	0.01	0.02	0.07	0.05	0.05
Intersection LOS	A													
Intersection V/C	0.382													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	37	818	56	0	12	568	19	1	5	11	6	5	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	6	5	0	0	0	0	0	11
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	37	818	56	0	12	574	24	1	5	11	6	5	23
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	214	15	0	3	150	6	0	1	3	2	1	6
Total Analysis Volume [veh/h]	4	39	856	59	0	13	600	25	1	5	12	6	5	24
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

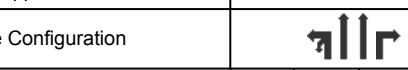
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	13.40	9.00	0.00	0.00	18.23	9.95	0.00	0.00	0.00	0.00	10.36	0.00	0.00	11.84
Movement LOS	B	A	A	A	C	A	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	3.37	3.37	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.34	0.00	0.00	3.41
d_A, Approach Delay [s/veh]	0.42				0.20				10.36			11.84		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.58													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.703

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	73	123	0	135	11	13	2	9	16	5	142
Total Analysis Volume [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.09	0.29	0.00	0.17	0.17	0.03	0.06	0.06	0.04	0.05	0.33
Intersection LOS	C												
Intersection V/C	0.703												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.251

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	484	203	0	199	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	484	203	0	199	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	121	51	0	50	0
Total Analysis Volume [veh/h]	0	484	203	0	199	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.12	0.00	0.06	0.00
Intersection LOS	A					
Intersection V/C	0.251					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.175

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	16	5	8	8	5	59	21	80	5	8	108	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	16	5	8	8	5	59	21	80	5	8	108	11
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	1	2	2	1	17	6	23	1	2	31	3
Total Analysis Volume [veh/h]	19	6	9	9	6	68	24	93	6	9	125	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	784	875	825	839
Degree of Utilization, x	0.04	0.09	0.15	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.14	0.31	0.52	0.63
95th-Percentile Queue Length [ft]	3.39	7.83	13.06	15.81
Approach Delay [s/veh]	7.80	7.54	8.13	8.20
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.00			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.027

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	11	20	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	11	20	5
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	2	4	6	2
Total Analysis Volume [veh/h]	6	6	6	14	26	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	8.80	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.10	0.10
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	2.49	2.49
d_A, Approach Delay [s/veh]	3.63		0.00		8.74	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.05					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	92	198	96	9	16	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	92	198	96	9	16	46
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	58	28	3	5	14
Total Analysis Volume [veh/h]	109	234	113	11	19	54
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.04	0.06
d_M, Delay for Movement [s/veh]	7.66	0.00	0.00	0.00	13.61	9.41
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.24	0.00	0.00	0.00	0.33	0.33
95th-Percentile Queue Length [ft/ln]	6.03	0.00	0.00	0.00	8.34	8.34
d_A, Approach Delay [s/veh]	2.43		0.00		10.50	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	2.97					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.116

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	45	98	200	5	5	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	98	200	5	5	91
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	29	59	1	1	27
Total Analysis Volume [veh/h]	53	115	235	6	6	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.11	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.92	8.74	7.90	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.39	0.36	0.47	0.47	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.78	8.94	11.72	11.72	0.00	0.00
d_A, Approach Delay [s/veh]	10.38		7.70		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.90					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	249	1127	0	677	379	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1127	0	677	379	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	0	0	169	95	0
Total Analysis Volume [veh/h]	249	0	0	677	379	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.20	0.22	0.00
Intersection LOS	A					
Intersection V/C	0.346					

Victoria Boulevard Apartments

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Report File: G:\...\PMLR.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.746	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.886	-	D
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Right	0.495	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	25.5	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.788	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.310	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.225	8.2	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.028	8.8	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.031	12.9	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.198	13.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.505	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.000	8.7	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.000	10.2	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.746

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	70	148	676	2	303	149	159	5	183	1371	108	780	1594	440
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	70	148	676	2	303	149	159	5	183	1371	108	780	1594	440
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	37	169	1	76	37	40	1	46	343	27	195	399	110
Total Analysis Volume [veh/h]	1	70	148	676	2	303	149	159	5	183	1371	108	780	1594	440
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.09	0.00	0.00	0.09	0.09	0.09	0.00	0.11	0.29	0.29	0.23	0.40	0.40
Intersection LOS	C														
Intersection V/C	0.746														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.886

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	106	95	45	215	236	75	250	114	0	0	0
Total Analysis Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.30	0.22	0.11	0.25	0.10	0.18	0.29	0.27	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.886											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	2	98	977	65	6	71	850	19	81	22	67	81	26	53
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	15	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	98	977	65	6	71	850	19	86	27	67	81	26	53
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	25	244	16	2	18	213	5	22	7	17	20	7	13
Total Analysis Volume [veh/h]	17	98	977	65	6	71	850	19	86	27	67	81	26	53
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.31	0.31	0.00	0.04	0.26	0.26	0.05	0.02	0.04	0.05	0.05	0.05
Intersection LOS	A													
Intersection V/C	0.495													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	25.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	33	1105	50	0	15	961	23	5	5	17	10	5	18
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	10	5	0	0	0	0	0	15
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	33	1105	50	0	15	971	28	5	5	17	10	5	33
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	281	13	0	4	247	7	1	1	4	3	1	8
Total Analysis Volume [veh/h]	6	34	1123	51	0	15	987	28	5	5	17	10	5	34
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

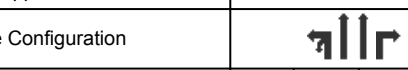
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.01	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	20.74	10.85	0.00	0.00	25.51	11.25	0.00	0.00	0.00	0.00	12.30	0.00	0.00	13.59
Movement LOS	C	B	A	A	D	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.24
95th-Percentile Queue Length [ft/ln]	4.96	4.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.58	0.00	0.00	6.06
d_A, Approach Delay [s/veh]	0.41				0.16				12.30			13.59		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.58													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.788

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	112	96	0	242	5	9	2	9	24	3	177
Total Analysis Volume [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.13	0.23	0.00	0.29	0.29	0.02	0.04	0.04	0.06	0.06	0.42
Intersection LOS	C												
Intersection V/C	0.788												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.310

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	544	307	0	269	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	544	307	0	269	336
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	136	77	0	67	0
Total Analysis Volume [veh/h]	0	544	307	0	269	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.18	0.00	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.310					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.225

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	9	5	14	8	5	57	45	133	5	6	109	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	5	14	8	5	57	45	133	5	6	109	6
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	4	2	1	15	12	34	1	2	28	2
Total Analysis Volume [veh/h]	9	5	14	8	5	58	46	136	5	6	112	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	803	857	833	830
Degree of Utilization, x	0.03	0.08	0.22	0.15

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.27	0.86	0.52
95th-Percentile Queue Length [ft]	2.71	6.75	21.49	13.09
Approach Delay [s/veh]	7.64	7.58	8.57	8.10
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.19			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.028

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	8	24	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	8	24	6
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	2	7	2
Total Analysis Volume [veh/h]	6	6	6	9	28	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.25	0.00	0.00	0.00	8.79	8.49
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.11	0.11
95th-Percentile Queue Length [ft/ln]	0.23	0.23	0.00	0.00	2.72	2.72
d_A, Approach Delay [s/veh]	3.63		0.00		8.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.63					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.031

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	76	113	177	9	15	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	113	177	9	15	116
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	30	47	2	4	31
Total Analysis Volume [veh/h]	81	120	188	10	16	123
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.00	0.00	0.00	0.03	0.14
d_M, Delay for Movement [s/veh]	7.78	0.00	0.00	0.00	12.95	10.21
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.19	0.00	0.00	0.00	0.64	0.64
95th-Percentile Queue Length [ft/ln]	4.69	0.00	0.00	0.00	15.89	15.89
d_A, Approach Delay [s/veh]	3.14		0.00		10.53	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.89					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.198

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	102	168	163	5	5	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	168	163	5	5	56
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	46	44	1	1	15
Total Analysis Volume [veh/h]	111	183	177	5	5	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.17	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.98	9.02	7.65	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.73	0.61	0.36	0.36	0.00	0.00
95th-Percentile Queue Length [ft/ln]	18.22	15.25	8.89	8.89	0.00	0.00
d_A, Approach Delay [s/veh]	10.51		7.44		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.20					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	559	1206	0	988	181	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	559	1206	0	988	181	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	0	0	247	45	0
Total Analysis Volume [veh/h]	559	0	0	988	181	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.29	0.11	0.00
Intersection LOS	A					
Intersection V/C	0.505					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	29	0	0	16	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	0	0	16	0	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	0	0	4	0	0
Total Analysis Volume [veh/h]	32	0	0	17	0	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	0.00	0.00	7.28	0.00	8.75	8.46
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	0.00		0.00		8.60	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	154	0	0	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	0	154	0	0	121
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	0	42	0	0	33
Total Analysis Volume [veh/h]	0	0	167	0	0	132
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.20	9.10	0.00	0.00	7.55	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.00	0.00	0.00	0.00
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.00	0.00	0.00	0.00
d_A, Approach Delay [s/veh]	9.65		0.00		0.00	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.00					
Intersection LOS	B					

Victoria Boulevard Apartments

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Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.753	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.936	-	E
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.518	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	29.5	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.811	-	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.294	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.192	8.2	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.032	8.8	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.010	13.0	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.149	12.2	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.433	-	A

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.753

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	88	197	727	10	277	119	197	11	233	1244	141	796	1447	304
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	88	197	727	10	277	119	197	11	233	1244	141	796	1447	304
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	49	182	3	69	30	49	3	58	311	35	199	362	76
Total Analysis Volume [veh/h]	2	88	197	727	10	277	119	197	11	233	1244	141	796	1447	304
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.12	0.00	0.01	0.08	0.07	0.12	0.01	0.14	0.27	0.27	0.23	0.34	0.34
Intersection LOS	C														
Intersection V/C	0.753														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.936

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	160	107	74	21	204	163	81	226	142	0	0	0
Total Analysis Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	1.96	0.17	0.05	0.24	0.00	0.19	0.27	0.33	0.00	0.00	0.00
Intersection LOS	E											
Intersection V/C	0.936											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	2	101	1155	5	4	46	947	17	59	24	79	60	32	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	15	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	101	1155	5	4	46	947	17	64	29	79	60	32	74
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	25	289	1	1	12	237	4	16	7	20	15	8	19
Total Analysis Volume [veh/h]	17	101	1155	5	4	46	947	17	64	29	79	60	32	74
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.34	0.34	0.00	0.03	0.28	0.28	0.04	0.02	0.05	0.04	0.06	0.06
Intersection LOS	A													
Intersection V/C	0.518													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	29.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	22	1211	18	0	12	1061	15	5	5	7	10	5	17
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	10	5	0	0	0	0	0	15
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	22	1211	18	0	12	1071	20	5	5	7	10	5	32
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	317	5	0	3	280	5	1	1	2	3	1	8
Total Analysis Volume [veh/h]	5	23	1267	19	0	13	1121	21	5	5	7	10	5	33
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

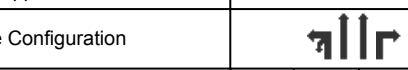
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.08
d_M, Delay for Movement [s/veh]	23.72	11.47	0.00	0.00	29.54	11.89	0.00	0.00	0.00	0.00	12.88	0.00	0.00	14.39
Movement LOS	C	B	A	A	D	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.26
95th-Percentile Queue Length [ft/ln]	3.90	3.90	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.15	0.00	0.00	6.43
d_A, Approach Delay [s/veh]	0.29				0.13				12.88			14.39		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.44													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.811

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	127	90	0	263	7	7	0	5	11	3	179
Total Analysis Volume [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.15	0.21	0.00	0.32	0.32	0.02	0.00	0.03	0.03	0.03	0.42
Intersection LOS	D												
Intersection V/C	0.811												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	535	264	0	294	382
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	535	264	0	294	382
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	134	66	0	74	0
Total Analysis Volume [veh/h]	0	535	264	0	294	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.00	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.294					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	6	5	13	6	5	50	30	92	5	5	119	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	5	13	6	5	50	30	92	5	5	119	5
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	4	2	2	15	9	29	2	2	37	2
Total Analysis Volume [veh/h]	7	6	16	7	6	62	37	114	6	6	148	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	808	856	825	833
Degree of Utilization, x	0.04	0.09	0.19	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.11	0.29	0.70	0.71
95th-Percentile Queue Length [ft]	2.79	7.18	17.48	17.69
Approach Delay [s/veh]	7.62	7.61	8.39	8.35
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.18			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.032

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	8	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	8	21	5
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	2	3	8	2
Total Analysis Volume [veh/h]	7	7	7	12	31	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.03	0.01
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	8.84	8.52
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.12	0.12
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	2.99	2.99
d_A, Approach Delay [s/veh]	3.63		0.00		8.78	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.41					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	112	110	124	5	5	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	112	110	124	5	5	105
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	30	33	1	1	28
Total Analysis Volume [veh/h]	121	119	134	5	5	113
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.01	0.12
d_M, Delay for Movement [s/veh]	7.72	0.00	0.00	0.00	13.02	9.58
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.27	0.00	0.00	0.00	0.46	0.46
95th-Percentile Queue Length [ft/ln]	6.85	0.00	0.00	0.00	11.56	11.56
d_A, Approach Delay [s/veh]	3.89		0.00		9.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.19					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	83	151	157	5	5	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	151	157	5	5	65
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	40	41	1	1	17
Total Analysis Volume [veh/h]	87	159	165	5	5	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.15	0.11	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.23	8.92	7.64	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.52	0.52	0.34	0.34	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.00	12.92	8.58	8.58	0.00	0.00
d_A, Approach Delay [s/veh]	10.09		7.42		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.65					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	362	1052	0	940	140	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	1052	0	940	140	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	235	35	0
Total Analysis Volume [veh/h]	362	0	0	940	140	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.28	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.433					

YEAR 2045 WITH PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AMLR.vistro
Report File: G:\...\AMLRp.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.778	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.812	-	D
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.416	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	19.2	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.714	-	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.254	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.210	8.8	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.064	9.0	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.043	13.8	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.118	14.1	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	WB Thru	0.346	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.009	9.4	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.018	10.1	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.778

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	50	101	395	5	459	139	158	3	145	1167	94	612	1967	293
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	2	0	0	0	0	6	0	0	19	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	50	101	395	5	461	139	158	3	145	1173	94	612	1986	299
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	13	25	99	1	115	35	40	1	36	293	24	153	497	75
Total Analysis Volume [veh/h]	1	50	101	395	5	461	139	158	3	145	1173	94	612	1986	299
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.03	0.06	0.00	0.00	0.14	0.08	0.09	0.00	0.09	0.25	0.25	0.18	0.45	0.45
Intersection LOS	C														
Intersection V/C	0.778														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	13	46	0	4	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	470	315	64	337	676	381	1314	334	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	118	79	16	84	169	95	329	84	0	0	0
Total Analysis Volume [veh/h]	433	470	315	64	337	676	381	1314	334	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.25	0.28	0.19	0.04	0.10	0.00	0.22	0.39	0.20	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.812											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.416

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	58	778	6	3	17	443	7	39	11	34	121	19	71
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	8	0	0	0	0	0	44	0	66
Diverted Trips [veh/h]	11	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	5	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	58	785	11	3	25	443	7	44	16	34	165	19	137
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	15	196	3	1	6	111	2	11	4	9	41	5	34
Total Analysis Volume [veh/h]	15	58	785	11	3	25	443	7	44	16	34	165	19	137
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.23	0.23	0.00	0.01	0.13	0.13	0.03	0.01	0.02	0.10	0.09	0.09
Intersection LOS	A													
Intersection V/C	0.416													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	19.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	4	37	818	56	0	12	568	19	1	5	11	6	5	12
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	28	0	0	44	0	0	0	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0	6	5	0	0	0	0	0	11
Pass-by Trips [veh/h]	0	0	5	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	37	823	84	0	12	618	24	1	5	11	6	5	30
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9559	0.9559	0.9559	0.9559	0.9559	0.9559
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	10	215	22	0	3	162	6	0	1	3	2	1	8
Total Analysis Volume [veh/h]	4	39	861	88	0	13	647	25	1	5	12	6	5	31
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

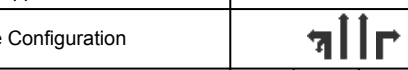
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.04	0.01	0.00	0.00	0.02	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.06
d_M, Delay for Movement [s/veh]	14.04	9.18	0.00	0.00	19.16	10.10	0.00	0.00	0.00	0.00	10.56	0.00	0.00	12.12
Movement LOS	B	A	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.00	0.18
95th-Percentile Queue Length [ft/ln]	3.54	3.54	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.39	0.00	0.00	4.59
d_A, Approach Delay [s/veh]	0.42				0.19				10.56			12.12		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.61													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	10	0	0	44	0	0	0	0	0	0	18
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	24	302	491	0	583	45	51	8	36	63	19	586
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	76	123	0	146	11	13	2	9	16	5	147
Total Analysis Volume [veh/h]	8	24	302	491	0	583	45	51	8	36	63	19	586
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.01	0.09	0.29	0.00	0.18	0.18	0.03	0.06	0.06	0.04	0.05	0.34
Intersection LOS	C												
Intersection V/C	0.714												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.254

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	484	203	0	199	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	6	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	486	209	0	207	324
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	122	52	0	52	0
Total Analysis Volume [veh/h]	0	486	209	0	207	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.14	0.12	0.00	0.06	0.00
Intersection LOS	A					
Intersection V/C	0.254					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.210

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	16	5	8	8	5	59	21	80	5	8	108	11
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	104	0	0	0	0	0	0	2	6	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	7	0	0	5	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	5	8	8	5	59	21	89	11	8	119	11
Peak Hour Factor	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624	0.8624
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	35	1	2	2	1	17	6	26	3	2	34	3
Total Analysis Volume [veh/h]	139	6	9	9	6	68	24	103	13	9	138	13
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	734	818	766	773
Degree of Utilization, x	0.21	0.10	0.18	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.79	0.34	0.67	0.78
95th-Percentile Queue Length [ft]	19.72	8.44	16.63	19.39
Approach Delay [s/veh]	9.21	7.90	8.75	8.87
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.79			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.064

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	11	20	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	7	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	18	48	5
Peak Hour Factor	0.7708	0.7708	0.7708	0.7708	0.7708	0.7708
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	2	6	16	2
Total Analysis Volume [veh/h]	6	6	6	23	62	6
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.06	0.01
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	8.97	8.67
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.22	0.22
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	5.58	5.58
d_A, Approach Delay [s/veh]	3.64		0.00		8.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.98					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.043

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	92	198	96	9	16	46
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	0	0	0	0	13
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	96	198	96	9	16	59
Peak Hour Factor	0.8472	0.8472	0.8472	0.8472	0.8472	0.8472
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	58	28	3	5	17
Total Analysis Volume [veh/h]	113	234	113	11	19	70
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.08	0.00	0.00	0.00	0.04	0.08
d_M, Delay for Movement [s/veh]	7.67	0.00	0.00	0.00	13.81	9.50
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.25	0.00	0.00	0.00	0.40	0.40
95th-Percentile Queue Length [ft/ln]	6.27	0.00	0.00	0.00	10.00	10.00
d_A, Approach Delay [s/veh]	2.50		0.00		10.42	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.20					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	14.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.118

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	45	98	200	5	5	91
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	13	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	45	111	204	5	5	91
Peak Hour Factor	0.8517	0.8517	0.8517	0.8517	0.8517	0.8517
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	33	60	1	1	27
Total Analysis Volume [veh/h]	53	130	240	6	6	107
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.12	0.16	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	14.10	8.80	7.91	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.40	0.41	0.48	0.48	0.00	0.00
95th-Percentile Queue Length [ft/ln]	9.97	10.26	11.99	11.99	0.00	0.00
d_A, Approach Delay [s/veh]	10.34		7.72		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	6.99					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	249	1127	0	677	379	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	14	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1141	0	677	379	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	62	0	0	169	95	0
Total Analysis Volume [veh/h]	249	0	0	677	379	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.20	0.22	0.00
Intersection LOS	A					
Intersection V/C	0.346					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.009

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	28	0	0	18	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	28	6	0	7	104
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	1	1	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	29	7	18	7	104
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	8	2	5	2	28
Total Analysis Volume [veh/h]	30	32	8	20	8	113
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.01	0.00	0.01	0.11
d_M, Delay for Movement [s/veh]	0.00	0.00	7.35	0.00	9.41	9.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.01	0.01	0.40	0.40
95th-Percentile Queue Length [ft/ln]	0.00	0.00	0.34	0.34	10.11	10.11
d_A, Approach Delay [s/veh]	0.00		2.10		9.02	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	5.45					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	96	0	0	126
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	13	0	2	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	6	0	0	7	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	13	96	9	4	126
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	26	2	1	34
Total Analysis Volume [veh/h]	13	14	104	10	4	137
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.01	0.00	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	10.06	8.96	0.00	0.00	7.45	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.10	0.10	0.00	0.00	0.01	0.01
95th-Percentile Queue Length [ft/ln]	2.52	2.52	0.00	0.00	0.20	0.20
d_A, Approach Delay [s/veh]	9.49		0.00		0.21	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.01					
Intersection LOS	B					

Victoria Boulevard Apartments

Vistro File: G:\...\PMLR.vistro
Report File: G:\...\PMLRp.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Right	0.751	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.894	-	D
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.533	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	29.0	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.830	-	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	SB Thru	0.319	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	EB Thru	0.265	8.6	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.135	9.3	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.033	13.4	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.207	13.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.505	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.005	9.6	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.006	10.6	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	1	70	148	676	2	303	149	159	5	183	1371	108	780	1594	440
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	6	0	0	0	0	19	0	0	11	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	1	70	148	676	2	309	149	159	5	183	1390	108	780	1605	444
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	18	37	169	1	77	37	40	1	46	348	27	195	401	111
Total Analysis Volume [veh/h]	1	70	148	676	2	309	149	159	5	183	1390	108	780	1605	444
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.09	0.00	0.00	0.09	0.09	0.09	0.00	0.11	0.29	0.29	0.23	0.40	0.40
Intersection LOS	C														
Intersection V/C	0.751														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	108	101	45	218	236	75	250	117	0	0	0
Total Analysis Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	130
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.31	0.24	0.11	0.26	0.10	0.18	0.29	0.27	0.00	0.00	0.00
Intersection LOS	D											
Intersection V/C	0.894											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.533

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	2	98	977	65	6	71	850	19	81	22	67	81	26	53
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	4	0	0	26	0	0	0	0	0	27	0	36
Diverted Trips [veh/h]	15	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	98	981	65	6	97	850	19	86	27	67	108	26	89
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	25	245	16	2	24	213	5	22	7	17	27	7	22
Total Analysis Volume [veh/h]	17	98	981	65	6	97	850	19	86	27	67	108	26	89
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.31	0.31	0.00	0.06	0.26	0.26	0.05	0.02	0.04	0.06	0.07	0.07
Intersection LOS	A													
Intersection V/C	0.533													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	29.0
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	6	33	1105	50	0	15	961	23	5	5	17	10	5	18
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	89	0	0	27	0	0	0	0	0	0	4
Diverted Trips [veh/h]	0	0	0	0	0	0	10	5	0	0	0	0	0	15
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	33	1105	139	0	15	998	28	5	5	17	10	5	37
Peak Hour Factor	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.9841	0.9841	0.9841	0.9841	0.9841	0.9841
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	8	281	35	0	4	254	7	1	1	4	3	1	9
Total Analysis Volume [veh/h]	6	34	1123	141	0	15	1014	28	5	5	17	10	5	38
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

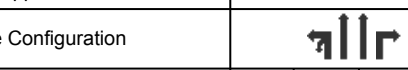
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.05	0.01	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.09
d_M, Delay for Movement [s/veh]	21.44	11.02	0.00	0.00	29.00	11.78	0.00	0.00	0.00	0.00	12.45	0.00	0.00	14.35
Movement LOS	C	B	A	A	D	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.20	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.29
95th-Percentile Queue Length [ft/ln]	5.12	5.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.63	0.00	0.00	7.36
d_A, Approach Delay [s/veh]	0.39				0.17				12.45			14.35		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	0.59													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	0	0	27	0	0	0	0	0	0	58
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	478	383	0	995	20	34	6	34	96	12	765
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	120	96	0	249	5	9	2	9	24	3	191
Total Analysis Volume [veh/h]	11	20	478	383	0	995	20	34	6	34	96	12	765
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.14	0.23	0.00	0.30	0.30	0.02	0.04	0.04	0.06	0.06	0.45
Intersection LOS	D												
Intersection V/C	0.830												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.319

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	544	307	0	269	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	4	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	550	311	0	294	336
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	138	78	0	74	0
Total Analysis Volume [veh/h]	0	550	311	0	294	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.18	0.00	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.319					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	9	5	14	8	5	57	45	133	5	6	109	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	59	0	0	0	0	0	0	7	20	0	4	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	68	5	14	8	5	57	45	140	25	6	113	6
Peak Hour Factor	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758	0.9758
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	1	4	2	1	15	12	36	6	2	29	2
Total Analysis Volume [veh/h]	70	5	14	8	5	58	46	143	26	6	116	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	737	821	810	791
Degree of Utilization, x	0.12	0.09	0.27	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.28	1.07	0.58
95th-Percentile Queue Length [ft]	10.25	7.08	26.72	14.38
Approach Delay [s/veh]	8.55	7.80	9.04	8.43
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.62			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.135

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	8	24	6
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	4	89	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	12	113	6
Peak Hour Factor	0.8542	0.8542	0.8542	0.8542	0.8542	0.8542
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	1	1	4	33	2
Total Analysis Volume [veh/h]	6	6	6	14	132	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	7.26	0.00	0.00	0.00	9.28	8.97
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.49	0.49
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	12.29	12.29
d_A, Approach Delay [s/veh]	3.63		0.00		9.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	7.78					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.033

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	76	113	177	9	15	116
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	113	177	9	15	124
Peak Hour Factor	0.9411	0.9411	0.9411	0.9411	0.9411	0.9411
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	30	47	2	4	33
Total Analysis Volume [veh/h]	95	120	188	10	16	132
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.07	0.00	0.00	0.00	0.03	0.16
d_M, Delay for Movement [s/veh]	7.81	0.00	0.00	0.00	13.38	10.30
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.22	0.00	0.00	0.00	0.69	0.69
95th-Percentile Queue Length [ft/ln]	5.56	0.00	0.00	0.00	17.23	17.23
d_A, Approach Delay [s/veh]	3.45		0.00		10.63	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	4.13					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.207

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	102	168	163	5	5	56
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	176	176	5	5	56
Peak Hour Factor	0.9194	0.9194	0.9194	0.9194	0.9194	0.9194
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	48	48	1	1	15
Total Analysis Volume [veh/h]	111	191	191	5	5	61
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.21	0.18	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	13.46	9.06	7.68	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.77	0.64	0.39	0.39	0.00	0.00
95th-Percentile Queue Length [ft/ln]	19.31	16.05	9.69	9.69	0.00	0.00
d_A, Approach Delay [s/veh]	10.68		7.48		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	8.32					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.505

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	559	1206	0	988	181	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	559	1251	0	988	181	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	140	0	0	247	45	0
Total Analysis Volume [veh/h]	559	0	0	988	181	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.00	0.00	0.29	0.11	0.00
Intersection LOS	A					
Intersection V/C	0.505					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.005

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	29	0	0	16	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	89	20	0	4	59
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	29	89	20	16	4	59
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	24	5	4	1	16
Total Analysis Volume [veh/h]	32	97	22	17	4	64
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.00	0.07
d_M, Delay for Movement [s/veh]	0.00	0.00	7.51	0.00	9.57	8.95
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.23	0.23
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.04	1.04	5.64	5.64
d_A, Approach Delay [s/veh]	0.00		4.24		8.99	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	3.29					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.006

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	154	0	0	121
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	8	0	7	13	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	8	154	7	13	121
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	2	42	2	4	33
Total Analysis Volume [veh/h]	4	9	167	8	14	132
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.56	9.20	0.00	0.00	7.59	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.25	1.25	0.00	0.00	0.70	0.70
d_A, Approach Delay [s/veh]	9.62		0.00		0.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	0.69					
Intersection LOS	B					

Victoria Boulevard Apartments

Vistro File: G:\...\SATLR.vistro
Report File: G:\...\SATLRp.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	WB Thru	0.759	-	C
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	NB Thru	0.955	-	E
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.571	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	SB U-T	0.000	34.6	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	ICU 1	WB Right	0.860	-	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	ICU 1	NB Thru	0.304	-	A
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.248	9.0	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.183	9.6	A
9	Camino Capistrano (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	EB Left	0.011	13.5	B
10	Camino Capistrano (NS) at Via Canon (EW)	Two-way stop	HCM 6th Edition	SB Left	0.157	12.7	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	ICU 1	EB Thru	0.433	-	A
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.008	9.8	A
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.010	10.3	B

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

Intersection Level Of Service Report

Intersection 1: Dana Point Harbor Dr/Del Obispo St (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.759

Intersection Setup

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Approach	Northbound				Southbound				Eastbound				Westbound		
Lane Configuration															
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00
Speed [mph]	30.00				40.00				35.00				35.00		
Grade [%]	0.00				0.00				0.00				0.00		
Crosswalk	Yes				Yes				Yes				No		

Volumes

Name	Dana Point Harbor Dr				Del Obispo St				Pacific Coast Hwy				Pacific Coast Hwy		
Base Volume Input [veh/h]	2	88	197	727	10	277	119	197	11	233	1244	141	796	1447	304
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	7	0	0	0	0	21	0	0	18	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	2	88	197	727	10	284	119	197	11	233	1265	141	796	1465	310
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	22	49	182	3	71	30	49	3	58	316	35	199	366	78
Total Analysis Volume [veh/h]	2	88	197	727	10	284	119	197	11	233	1265	141	796	1465	310
Pedestrian Volume [ped/h]	0				0				0				0		
Bicycle Volume [bicycles/h]	0				0				0				0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Overl	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Protecte	Permiss	Permiss
Signal group	0	5	2	2	0	1	6	0	0	3	8	0	7	4	0
Auxiliary Signal Groups				2,7											
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	Lead	-	-	Lead	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.05	0.12	0.00	0.01	0.08	0.07	0.12	0.01	0.14	0.28	0.28	0.23	0.35	0.35
Intersection LOS	C														
Intersection V/C	0.759														

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.955

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	110	84	21	208	163	81	226	145	0	0	0
Total Analysis Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	2.02	0.20	0.05	0.24	0.00	0.19	0.27	0.34	0.00	0.00	0.00
Intersection LOS	E											
Intersection V/C	0.955											

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	2	101	1155	5	4	46	947	17	59	24	79	60	32	74
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	6	0	0	28	0	0	0	0	0	42	0	58
Diverted Trips [veh/h]	15	0	0	0	0	0	0	0	5	5	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	101	1161	5	4	74	947	17	64	29	79	102	32	132
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	25	290	1	1	19	237	4	16	7	20	26	8	33
Total Analysis Volume [veh/h]	17	101	1161	5	4	74	947	17	64	29	79	102	32	132
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.06	0.34	0.34	0.00	0.04	0.28	0.28	0.04	0.02	0.05	0.06	0.10	0.10
Intersection LOS	A													
Intersection V/C	0.571													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	34.6
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.000

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	5	22	1211	18	0	12	1061	15	5	5	7	10	5	17
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	97	0	0	42	0	0	0	0	0	0	6
Diverted Trips [veh/h]	0	0	0	0	0	0	10	5	0	0	0	0	0	15
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	22	1211	115	0	12	1113	20	5	5	7	10	5	38
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	317	30	0	3	291	5	1	1	2	3	1	10
Total Analysis Volume [veh/h]	5	23	1267	120	0	13	1165	21	5	5	7	10	5	40
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

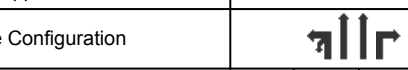
Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.03	0.04	0.01	0.00	0.00	0.03	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.10
d_M, Delay for Movement [s/veh]	25.09	11.77	0.00	0.00	34.56	12.55	0.00	0.00	0.00	0.00	13.15	0.00	0.00	15.42
Movement LOS	D	B	A	A	D	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.34
95th-Percentile Queue Length [ft/ln]	4.12	4.12	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.19	0.00	0.00	8.61
d_A, Approach Delay [s/veh]	0.28				0.14				13.15			15.42		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	0.48													
Intersection LOS	D													

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.860

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	35	0	0	42	0	0	0	0	0	0	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	14	544	359	0	1092	28	27	0	19	44	13	776
Peak Hour Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	136	90	0	273	7	7	0	5	11	3	194
Total Analysis Volume [veh/h]	9	14	544	359	0	1092	28	27	0	19	44	13	776
Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.16	0.21	0.00	0.33	0.33	0.02	0.00	0.03	0.03	0.03	0.46
Intersection LOS	D												
Intersection V/C	0.860												

Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.304

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	535	264	0	294	382
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	6	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	542	270	0	322	382
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	136	68	0	81	0
Total Analysis Volume [veh/h]	0	542	270	0	322	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.16	0.16	0.00	0.09	0.00
Intersection LOS	A					
Intersection V/C	0.304					

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.248

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	6	5	13	6	5	50	30	92	5	5	119	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	94	0	0	0	0	0	0	7	21	0	6	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	100	5	13	6	5	50	30	99	26	5	125	5
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	2	4	2	2	15	9	31	8	2	39	2
Total Analysis Volume [veh/h]	124	6	16	7	6	62	37	123	32	6	155	6
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	720	794	776	763
Degree of Utilization, x	0.20	0.09	0.25	0.22

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.76	0.31	0.97	0.83
95th-Percentile Queue Length [ft]	18.88	7.79	24.35	20.77
Approach Delay [s/veh]	9.27	8.00	9.16	9.03
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	9.00			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.183

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	5	5	5	8	21	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	6	97	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	5	5	14	118	5
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	2	2	5	44	2
Total Analysis Volume [veh/h]	7	7	7	21	177	7
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.00	0.00	0.18	0.01
d_M, Delay for Movement [s/veh]	7.28	0.00	0.00	0.00	9.58	9.25
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.01	0.01	0.00	0.00	0.70	0.70
95th-Percentile Queue Length [ft/ln]	0.24	0.24	0.00	0.00	17.38	17.38
d_A, Approach Delay [s/veh]	3.64		0.00		9.56	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	8.01					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 9: Camino Capistrano (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		35.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		Yes	

Volumes

Name	Camino Capistrano		Camino Capistrano		Victoria Blvd	
Base Volume Input [veh/h]	112	110	124	5	5	105
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	0	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	126	110	124	5	5	117
Peak Hour Factor	0.9273	0.9273	0.9273	0.9273	0.9273	0.9273
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	30	33	1	1	32
Total Analysis Volume [veh/h]	136	119	134	5	5	126
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.09	0.00	0.00	0.00	0.01	0.14
d_M, Delay for Movement [s/veh]	7.75	0.00	0.00	0.00	13.49	9.66
Movement LOS	A	A	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.31	0.00	0.00	0.00	0.52	0.52
95th-Percentile Queue Length [ft/ln]	7.78	0.00	0.00	0.00	13.05	13.05
d_A, Approach Delay [s/veh]	4.13		0.00		9.81	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.46					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 10: Camino Capistrano (NS) at Via Canon (EW)

Control Type:	Two-way stop	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.157

Intersection Setup

Name	Camino Capistrano		Via Canon		Via Canon	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	35.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	Camino Capistrano		Via Canon		Via Canon	
Base Volume Input [veh/h]	83	151	157	5	5	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	163	171	5	5	65
Peak Hour Factor	0.9495	0.9495	0.9495	0.9495	0.9495	0.9495
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	43	45	1	1	17
Total Analysis Volume [veh/h]	87	172	180	5	5	68
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.16	0.16	0.12	0.00	0.00	0.00
d_M, Delay for Movement [s/veh]	12.67	8.97	7.67	0.00	0.00	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.55	0.57	0.38	0.38	0.00	0.00
95th-Percentile Queue Length [ft/ln]	13.79	14.17	9.44	9.44	0.00	0.00
d_A, Approach Delay [s/veh]	10.22		7.47		0.00	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	7.79					
Intersection LOS	B					

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.433

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	362	1052	0	940	140	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	1100	0	940	140	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	235	35	0
Total Analysis Volume [veh/h]	362	0	0	940	140	0
Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	3	0	0	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.11	0.00	0.00	0.28	0.08	0.00
Intersection LOS	A					
Intersection V/C	0.433					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	26	0	0	15	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	97	21	0	6	94
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	26	97	21	15	6	94
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	26	6	4	2	26
Total Analysis Volume [veh/h]	28	105	23	16	7	102
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.10
d_M, Delay for Movement [s/veh]	0.00	0.00	7.52	0.00	9.77	9.15
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.04	0.04	0.38	0.38
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.10	1.10	9.47	9.47
d_A, Approach Delay [s/veh]	0.00		4.43		9.19	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.18					
Intersection LOS	A					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	110	0	0	129
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	12	0	7	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	12	110	7	14	129
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	3	30	2	4	35
Total Analysis Volume [veh/h]	7	13	120	8	15	140
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	10.33	8.99	0.00	0.00	7.49	0.00
Movement LOS	B	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.86	1.86	0.00	0.00	0.73	0.73
d_A, Approach Delay [s/veh]	9.46		0.00		0.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	1.00					
Intersection LOS	B					

YEAR 2045 WITHOUT PROJECT

WITH IMPROVEMENTS

Victoria Boulevard Apartments

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Report File: G:\...\AMLR_IMPRV.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.743	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.743

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	105	114	67	16	83	169	95	329	83	0	0	0
Total Analysis Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	5	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.12	0.27	0.16	0.04	0.10	0.00	0.22	0.39	0.07	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.743											

Victoria Boulevard Apartments

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Report File: G:\...\PMLR_IMPRV.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.772	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	149	106	95	45	215	236	75	250	114	0	0	0
Total Analysis Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.25	0.22	0.11	0.25	0.10	0.18	0.29	0.09	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.772											

Victoria Boulevard Apartments

Vistro File: G:\...\SATLR_ICU_IMPRV.vistro
Report File: G:\...\SATLR_IMPRV.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.744	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.744

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	160	107	74	21	204	163	81	226	142	0	0	0
Total Analysis Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.25	0.17	0.05	0.24	0.00	0.19	0.27	0.15	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.744											

YEAR 2045 WITH PROJECT

WITH IMPROVEMENTS

Victoria Boulevard Apartments

Vistro File: G:\...\AMLR_ICU_IMPRV.vistro
Report File: G:\...\AMLRp_IMPRV.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.751	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	13	46	0	4	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	470	315	64	337	676	381	1314	334	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	108	118	79	16	84	169	95	329	84	0	0	0
Total Analysis Volume [veh/h]	433	470	315	64	337	676	381	1314	334	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	5	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.28	0.19	0.04	0.10	0.00	0.22	0.39	0.07	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.751											

Victoria Boulevard Apartments

Vistro File: G:\...\PMLR_ICU_IMPRV.vistro
Report File: G:\...\PMLRp_IMPRV.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.779	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	151	108	101	45	218	236	75	250	117	0	0	0
Total Analysis Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.25	0.24	0.11	0.26	0.10	0.18	0.29	0.10	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.779											

Victoria Boulevard Apartments

Vistro File: G:\...\SATLR_ICU_IMPRV.vistro
Report File: G:\...\SATLRp_IMPRV.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	ICU 1	EB Thru	0.751	-	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.751

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	110	84	21	208	163	81	226	145	0	0	0
Total Analysis Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.19	0.26	0.20	0.05	0.24	0.00	0.19	0.27	0.15	0.00	0.00	0.00
Intersection LOS	C											
Intersection V/C	0.751											

APPENDIX E

EXISTING SITE TRIP COUNT WORKSHEETS

Project Name:		
Dana Point - Driveway #1 @ Victoria Blvd (Ins & Outs)		
Date:	12/5/2019	
	Ins(Entering)	Outs(Exiting)
12:00 AM:12:15 AM	0	0
12:15 AM:12:30 AM	0	0
12:30 AM:12:45 AM	0	0
12:45 AM:1:00 AM	0	0
H/TOTAL	0	0
01:00 AM:1:15 AM	0	0
01:15 AM:1:30 AM	0	0
01:30 AM:1:45 AM	0	0
01:45 AM:2:00 AM	0	0
H/TOTAL	0	0
02:00 AM:2:15 AM	0	0
02:15 AM: 2:30AM	0	0
02:30 AM: 2:45 AM	0	0
02:45 AM: 3:00AM	0	0
H/TOTAL	0	0
03:00 AM:3:15 AM	0	0
03:15 AM:3:30AM	0	0
03:30 AM:3:45 AM	0	0
03:45 AM:4:00AM	0	0
H/TOTAL	0	0
04:00 AM:4:15 AM	0	0
04:15 AM:4:30AM	0	0
04:30 AM:4:45 AM	0	0
04:45 AM:5:00AM	0	0
H/TOTAL	0	0
05:00 AM:5:15 AM	0	0
05:15 AM:5:30AM	0	1
05:30 AM:5:45 AM	0	0
05:45 AM:6:00AM	0	0
H/TOTAL	0	1
06:00 AM:6:15 AM	0	14
06:15 AM:6:30AM	1	2
06:30 AM:6:45 AM	0	1
06:45 AM:7:00AM	0	0
H/TOTAL	1	17
07:00 AM :7:15 AM	0	0
07:15 AM:7:30AM	0	0
07:30 AM:7:45 AM	1	0
07:45 AM:8:00AM	2	0
H/TOTAL	3	0
08:00 AM:8:15 AM	1	3
08:15 AM:8:30AM	0	0
08:30 AM:8:45 AM	0	0
08:45 AM:9:00 AM	0	0
H/TOTAL	1	3
09:00 AM:9:15 AM	0	0
09:15 AM:9:30AM	1	3
09:30 AM:9:45 AM	1	0
09:45 AM:10:00AM	0	0
H/TOTAL	2	3
10:00 AM:10:15AM	0	0
10:15 AM:10:30AM	0	0
10:30 AM:10:45 AM	0	0
10:45 AM:11:00AM	1	2
H/TOTAL	1	2
11:00 AM:11:15AM	0	0
11:15 AM:11:30AM	0	0
11:30 AM:11:45 AM	0	0
11:45 AM:12:00PM	0	0

Project Name:		
Dana Point - Driveway #2 @ Victoria Blvd (Ins & Outs)		
Date:	12/5/2019	
	Ins(Entering)	Outs(Exitin
12:00 AM:12:15 AM	0	0
12:15 AM:12:30 AM	0	0
12:30 AM:12:45 AM	0	0
12:45 AM:1:00 AM	0	0
H/TOTAL	0	0
01:00 AM:1:15 AM	0	0
01:15 AM:1:30 AM	0	0
01:30 AM:1:45 AM	0	0
01:45 AM:2:00 AM	0	0
H/TOTAL	0	0
02:00 AM:2:15 AM	0	0
02:15 AM: 2:30AM	0	0
02:30 AM: 2:45 AM	0	0
02:45 AM: 3:00AM	0	0
H/TOTAL	0	0
03:00 AM:3:15 AM	0	0
03:15 AM:3:30AM	0	0
03:30 AM:3:45 AM	0	0
03:45 AM:4:00AM	0	0
H/TOTAL	0	0
04:00 AM:4:15 AM	0	0
04:15 AM:4:30AM	0	0
04:30 AM:4:45 AM	0	0
04:45 AM:5:00AM	0	0
H/TOTAL	0	0
05:00 AM:5:15 AM	2	0
05:15 AM:5:30AM	1	0
05:30 AM:5:45 AM	5	0
05:45 AM:6:00AM	16	0
H/TOTAL	24	0
06:00 AM:6:15 AM	5	1
06:15 AM:6:30AM	1	1
06:30 AM:6:45 AM	0	0
06:45 AM:7:00AM	0	0
H/TOTAL	6	2
07:00 AM :7:15 AM	1	0
07:15 AM:7:30AM	3	1
07:30 AM:7:45 AM	1	0
07:45 AM:8:00AM	0	0
H/TOTAL	5	1
08:00 AM:8:15 AM	0	1
08:15 AM:8:30AM	0	0
08:30 AM:8:45 AM	0	0
08:45 AM:9:00 AM	1	0
H/TOTAL	1	1
09:00 AM:9:15 AM	0	0
09:15 AM:9:30AM	1	1
09:30 AM:9:45 AM	0	1
09:45 AM:10:00AM	0	0
H/TOTAL	1	2
10:00 AM:10:15AM	1	0
10:15 AM:10:30AM	0	0
10:30 AM:10:45 AM	1	0
10:45 AM:11:00AM	1	1
H/TOTAL	3	1
11:00 AM:11:15AM	1	1
11:15 AM:11:30AM	0	2
11:30 AM:11:45 AM	0	0
11:45 AM:12:00PM	0	0

H/TOTAL	0	0
12:00 PM:12:15 PM	0	0
12:15 PM:12:30 PM	1	0
12:30 PM: 12:45 PM	0	0
12:45 PM:1:00 PM	1	1
H/TOTAL	2	1
01:00 PM:1:15 PM	1	1
01:15 PM:1:30PM	0	0
01:30 PM:1:45 PM	3	0
01:45 PM:2:00PM	8	0
H/TOTAL	12	1
02:00 PM:2:15 PM	6	0
02:15 PM:2:30PM	0	1
02:30 PM:2:45 PM	0	0
02:45 PM:3:00 PM	0	0
H/TOTAL	6	1
03:00 PM:3:15 PM	0	0
03:15 PM:3:30PM	0	0
03:30 PM:3:45 PM	0	0
03:45 PM:4:00PM	0	0
H/TOTAL	0	0
04:00 PM:4:15 PM	0	0
04:15 PM:4:30PM	0	0
04:30 PM:4:45PM	0	0
04:45 PM:5:00 PM	0	0
H/TOTAL	0	0
05:00 PM:5:15 PM	0	0
05:15 PM:5:30 PM	0	0
05:30 PM:5:45PM	0	0
05:45 PM:6:00PM	0	0
H/TOTAL	0	0
06:00 PM:6:15 PM	0	0
06:15 PM:6:30PM	0	0
06:30 PM:6:45 PM	0	0
06:45 PM:7:00PM	0	0
H/TOTAL	0	0
07:00 PM:7:15 PM	0	0
07:15 PM:7:30PM	0	0
07:30 PM:7:45PM	0	0
07:45 PM:8:00PM	0	0
H/TOTAL	0	0
08:00 PM:8:15 PM	0	0
08:15 PM:8:30 PM	0	0
08:30 PM:8:45 PM	0	0
08:45 PM:9:00PM	0	0
H/TOTAL	0	0
09:00 PM:9:15 PM	0	0
09:15 PM:9:30PM	0	0
09:30 PM:9:45 PM	0	0
09:45 PM:10:00PM	0	0
H/TOTAL	0	0
10:00 PM:10:15 PM	0	0
10:15 PM:10:30 PM	0	0
10:30 PM:10:45 PM	0	0
10:45 PM:11:00PM	0	0
H/TOTAL	0	0
11:00 PM:11:15 PM	0	0
11:15 PM:11:30PM	0	0
11:30 PM:11:45 PM	0	0
11:45 PM:12:00AM	0	0
H/TOTAL	0	0
	28	29

H/TOTAL	1	3
12:00 PM:12:15 PM	0	0
12:15 PM:12:30 PM	0	0
12:30 PM: 12:45 PM	0	1
12:45 PM:1:00 PM	1	0
H/TOTAL	1	1
01:00 PM:1:15 PM	0	0
01:15 PM:1:30PM	0	1
01:30 PM:1:45 PM	3	2
01:45 PM:2:00PM	2	2
H/TOTAL	5	5
02:00 PM:2:15 PM	0	1
02:15 PM:2:30PM	1	24
02:30 PM:2:45 PM	1	1
02:45 PM:3:00 PM	0	1
H/TOTAL	2	27
03:00 PM:3:15 PM	1	0
03:15 PM:3:30PM	1	0
03:30 PM:3:45 PM	0	3
03:45 PM:4:00PM	0	0
H/TOTAL	2	3
04:00 PM:4:15 PM	0	0
04:15 PM:4:30PM	0	0
04:30 PM:4:45PM	0	0
04:45 PM:5:00 PM	0	0
H/TOTAL	0	0
05:00 PM:5:15 PM	0	0
05:15 PM:5:30 PM	0	0
05:30 PM:5:45PM	0	0
05:45 PM:6:00PM	0	0
H/TOTAL	0	0
06:00 PM:6:15 PM	0	0
06:15 PM:6:30PM	0	0
06:30 PM:6:45 PM	0	0
06:45 PM:7:00PM	0	0
H/TOTAL	0	0
07:00 PM:7:15 PM	0	0
07:15 PM:7:30PM	0	0
07:30 PM:7:45PM	0	0
07:45 PM:8:00PM	0	0
H/TOTAL	0	0
08:00 PM:8:15 PM	0	0
08:15 PM:8:30 PM	0	0
08:30 PM:8:45 PM	0	0
08:45 PM:9:00PM	0	0
H/TOTAL	0	0
09:00 PM:9:15 PM	0	0
09:15 PM:9:30PM	0	0
09:30 PM:9:45 PM	0	0
09:45 PM:10:00PM	0	0
H/TOTAL	0	0
10:00 PM:10:15 PM	0	0
10:15 PM:10:30 PM	0	0
10:30 PM:10:45 PM	0	0
10:45 PM:11:00PM	0	0
H/TOTAL	0	0
11:00 PM:11:15 PM	0	0
11:15 PM:11:30PM	0	0
11:30 PM:11:45 PM	0	0
11:45 PM:12:00AM	0	0
H/TOTAL	0	0
	51	46

APPENDIX F

TRAFFIC SIGNAL WARRANT WORKSHEETS

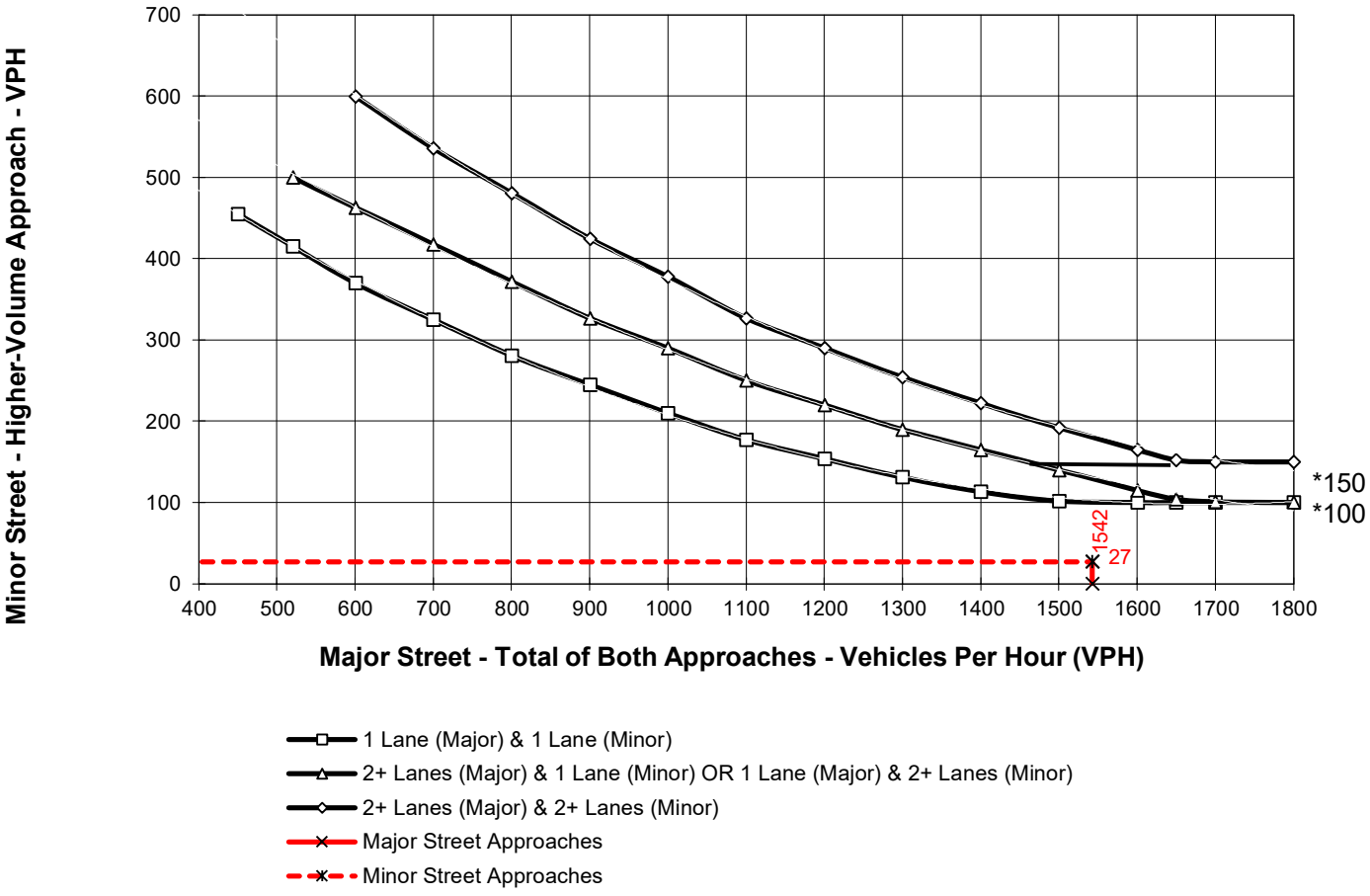
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - AM - #4**

Major Street Name = **Doheny Park Road**
Total of Both Approaches (VPH) = **1542**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Domingo Avenue**
High Volume Approach (VPH) = **27**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

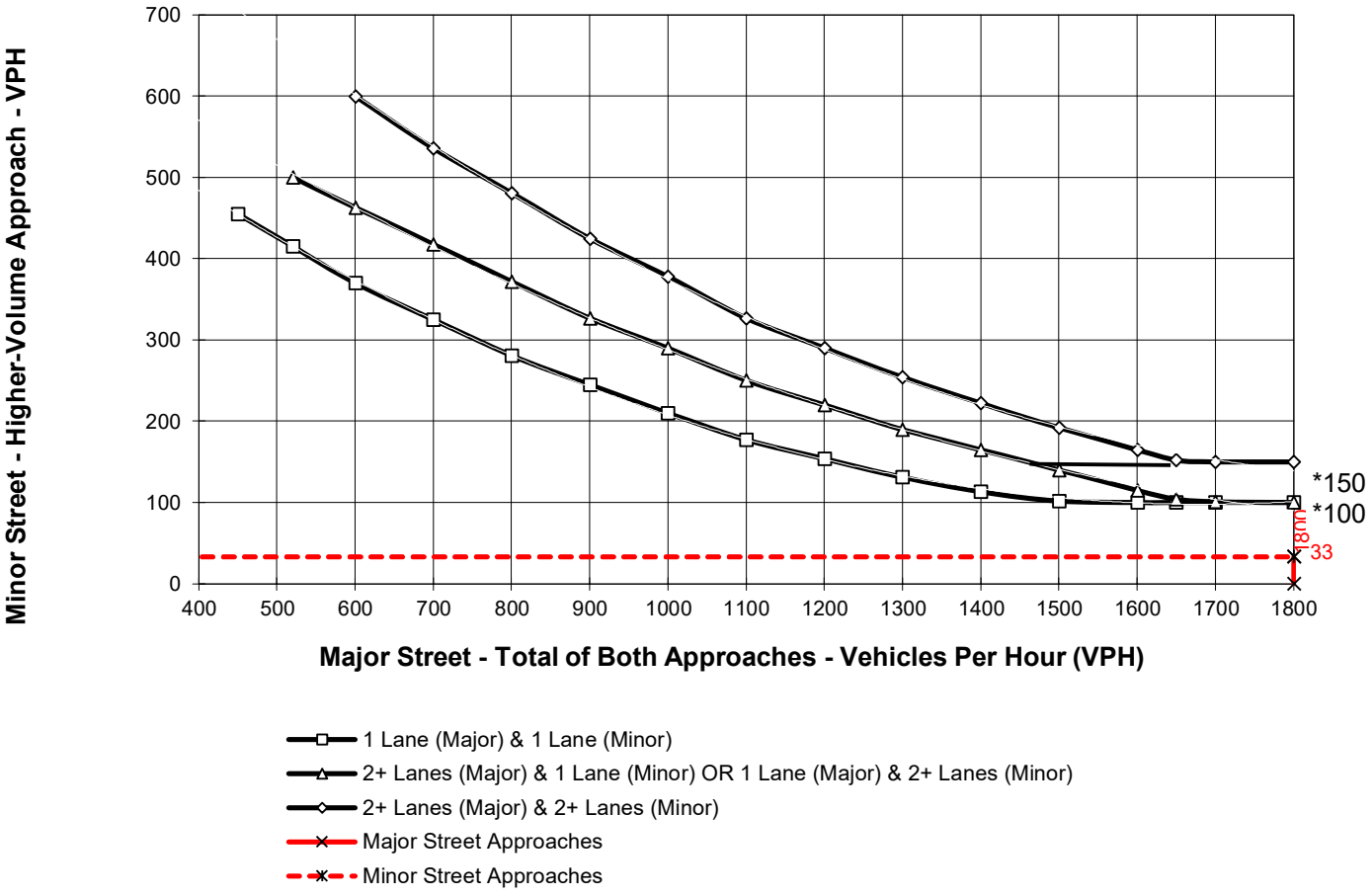
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - PM - #4**

Major Street Name = **Doheny Park Road**
Total of Both Approaches (VPH) = **2217**
Number of Approach Lanes on Major Street = **2**

Minor Street Name = **Domingo Avenue**
High Volume Approach (VPH) = **33**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

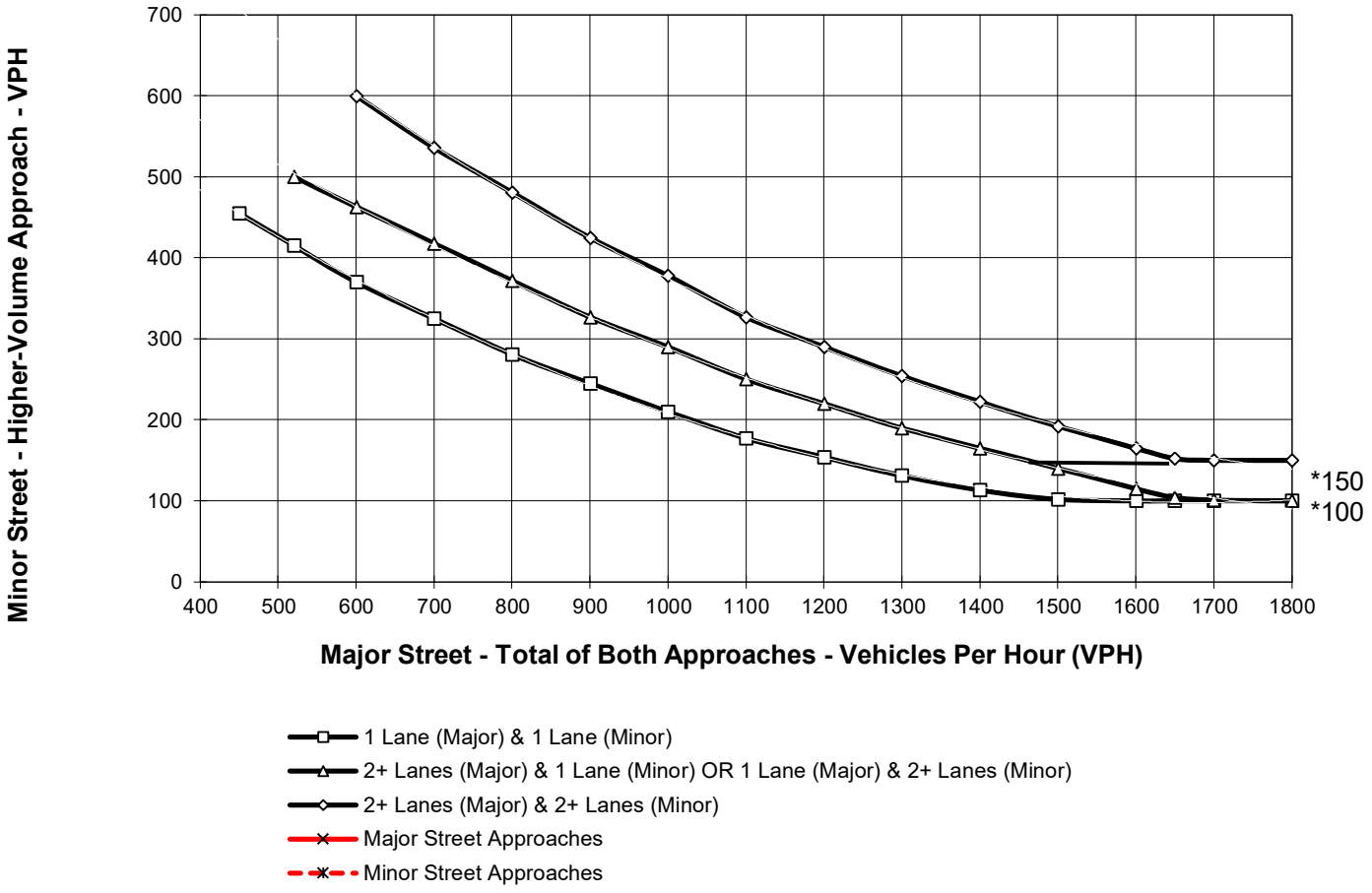
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - AM - #12**

Major Street Name = **Project W DWY**
Total of Both Approaches (VPH) = **128**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Doheny Park Road**
High Volume Approach (VPH) = **55**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

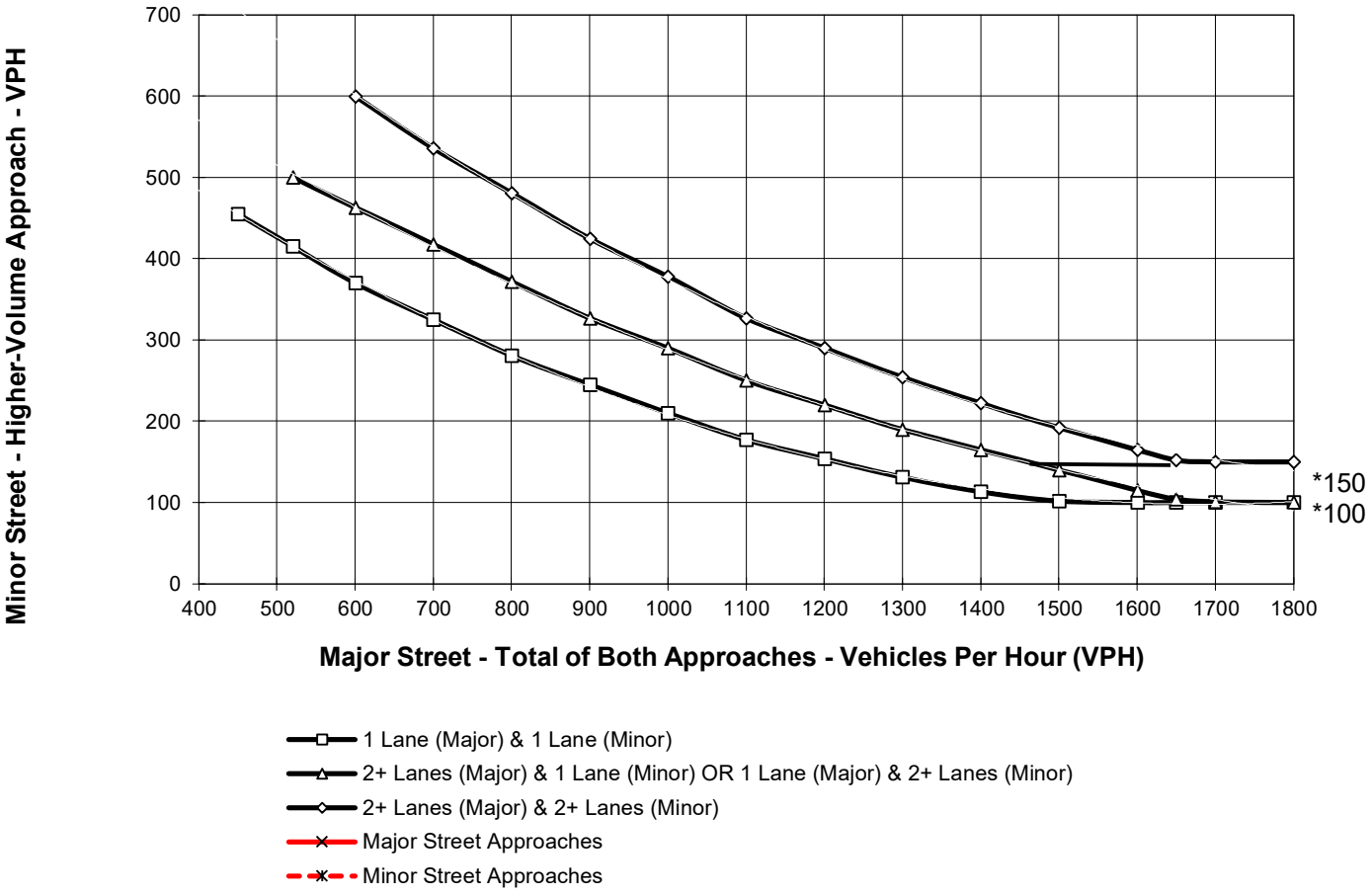
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - PM - #12**

Major Street Name = **Doheny Park Road**
Total of Both Approaches (VPH) = **164**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Project W DWY**
High Volume Approach (VPH) = **75**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

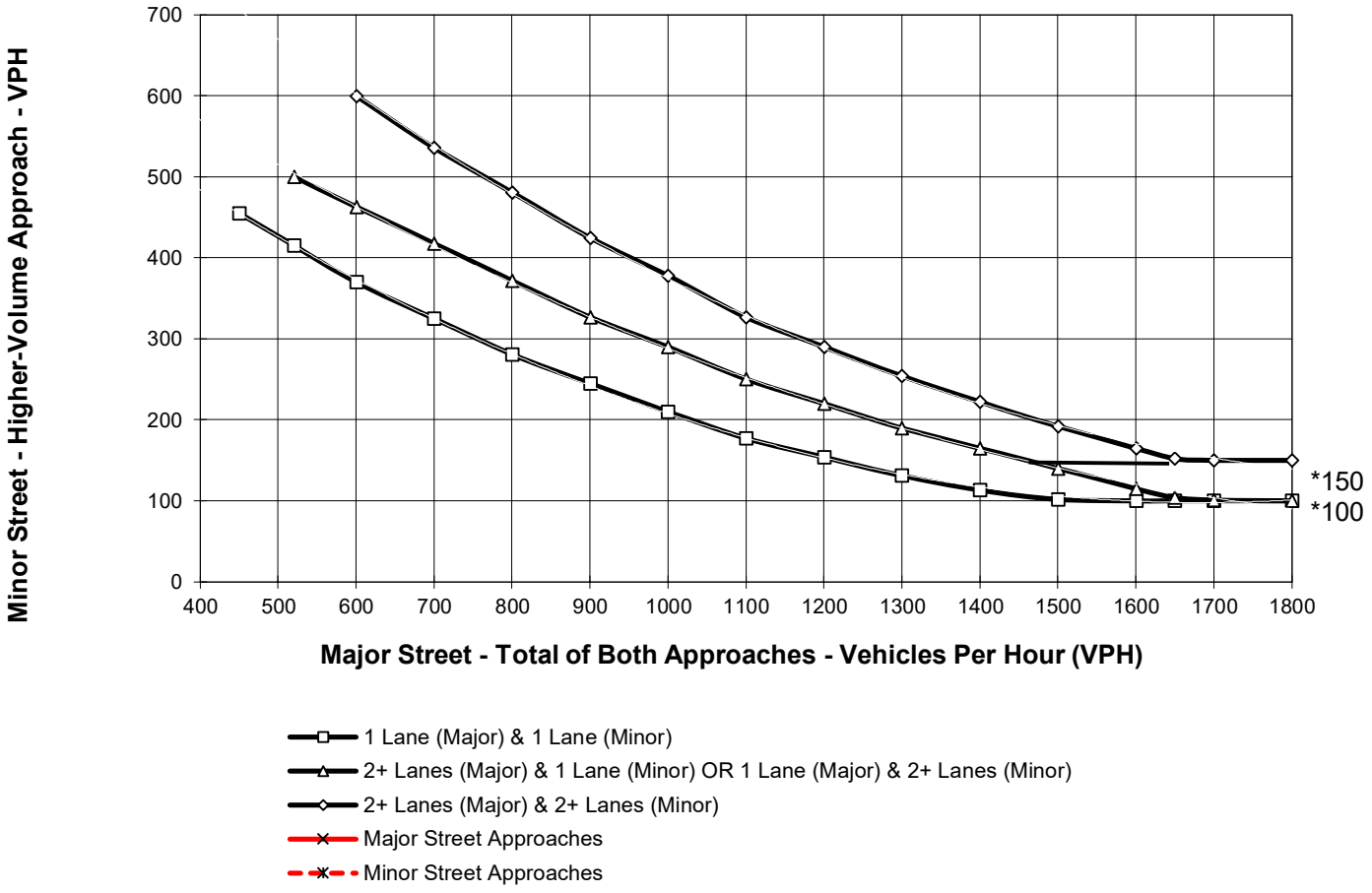
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - AM - #13**

Major Street Name = **Victoria Boulevard**
Total of Both Approaches (VPH) = **236**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Doheny Park Road**
High Volume Approach (VPH) = **17**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

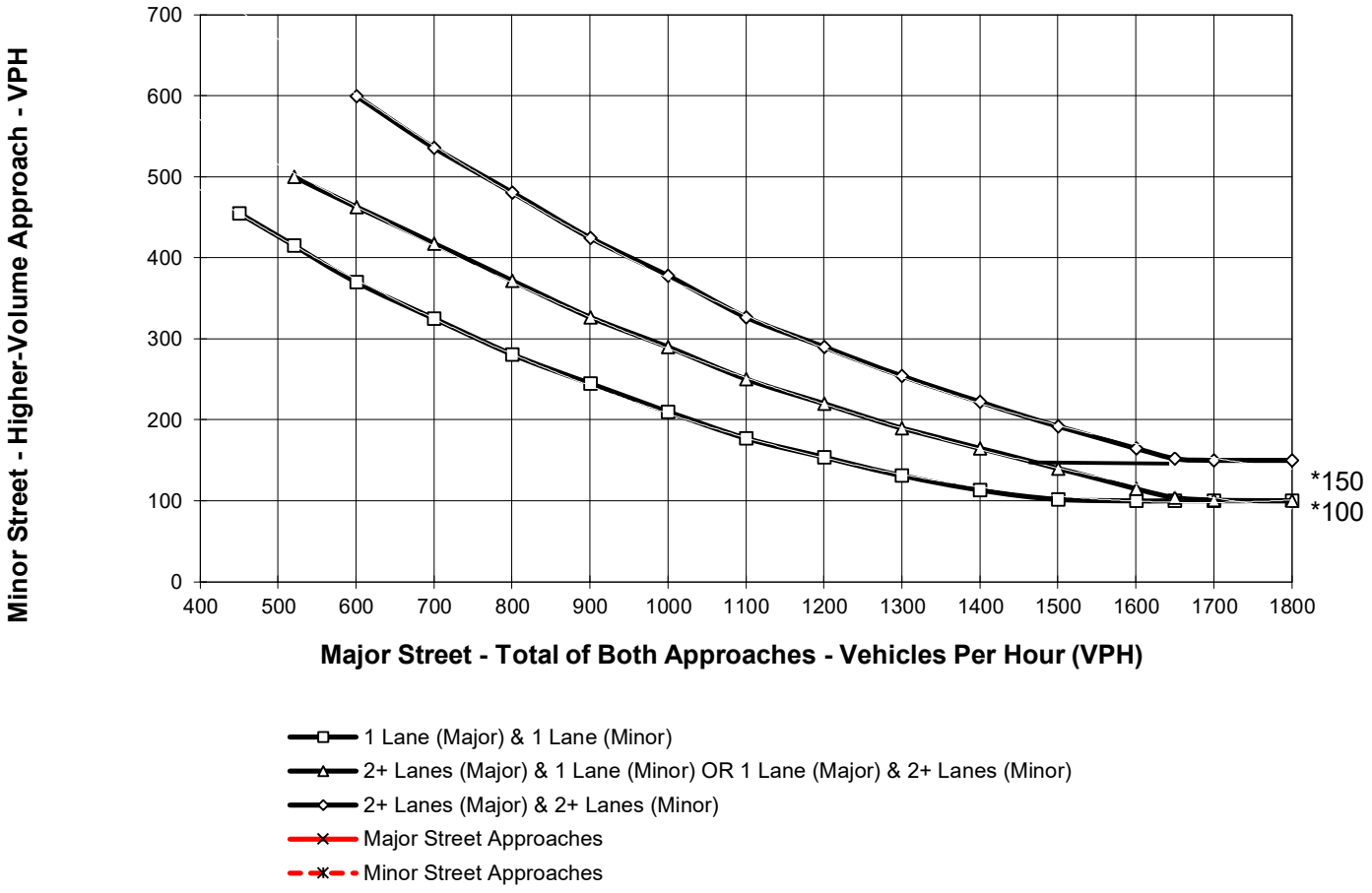
WARRANT 3, PEAK HOUR
(Urban Areas)

Traffic Conditions = **Year 2045 With Project - PM - #13**

Major Street Name = **Victoria Boulevard**
Total of Both Approaches (VPH) = **290**
Number of Approach Lanes on Major Street = **1**

Minor Street Name = **Doheny Park Road**
High Volume Approach (VPH) = **13**
Number of Approach Lanes On Minor Street = **1**

SIGNAL WARRANT NOT SATISFIED



* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

APPENDIX G

STATE HIGHWAY INTERSECTION DELAY LEVEL OF SERVICE WORKSHEETS

EXISTING

Victoria Boulevard Apartments

Vistro File: G:\...\AM_Delay.vistro
Report File: G:\...\AME_Delay.pdf

Scenario 1 Existing
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Right	0.734	28.0	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.493	19.0	B
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.179	9.3	A
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.233	11.4	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	28.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.734

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	75	73	68	15	77	159	75	284	69	0	0	0
Total Analysis Volume [veh/h]	300	294	272	58	308	637	301	1135	274	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	19	0	0	38	38	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.16	0.17	0.03	0.09	0.23	0.17	0.32	0.17	
s, saturation flow rate [veh/h]	1781	1868	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	500	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	29.03	28.87	29.24	25.05	26.53	7.41	24.27	29.60	24.37	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	5.89	5.24	7.18	0.52	0.90	0.54	0.68	5.97	0.79	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.62	0.60	0.64	0.12	0.32	0.35	0.51	0.96	0.52	
d, Delay for Lane Group [s/veh]	34.92	34.11	36.43	25.58	27.43	7.95	24.95	35.57	25.16	
Lane Group LOS	C	C	D	C	C	A	C	D	C	
Critical Lane Group	No	No	Yes	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	6.07	6.09	5.78	0.96	2.61	2.34	4.79	11.75	4.40	
50th-Percentile Queue Length [ft/ln]	151.82	152.31	144.46	23.90	65.33	58.45	119.84	293.70	109.89	
95th-Percentile Queue Length [veh/ln]	10.11	10.14	9.72	1.72	4.70	4.21	8.38	17.37	7.83	
95th-Percentile Queue Length [ft/ln]	252.86	253.52	243.02	43.03	117.59	105.21	209.61	434.23	195.85	

Movement, Approach, & Intersection Results

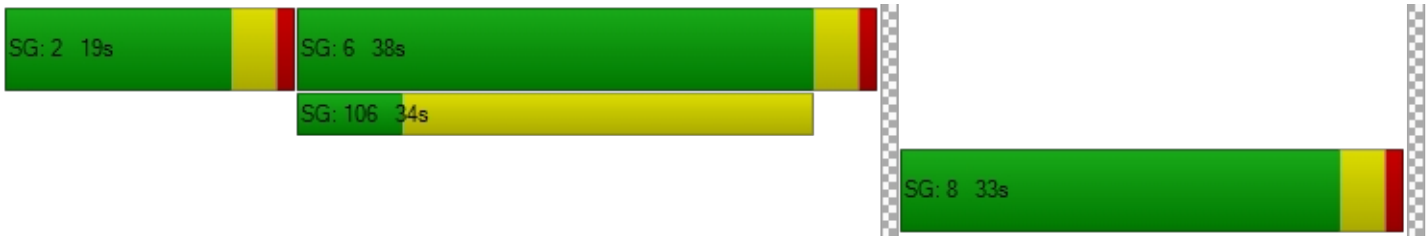
d_M, Delay for Movement [s/veh]	34.91	34.11	36.43	25.58	27.43	7.95	24.95	35.57	25.16	0.00	0.00	0.00
Movement LOS	C	C	D	C	C	A	C	D	C			
d_A, Approach Delay [s/veh]	35.11			14.95			32.03			0.00		
Approach LOS	D			B			C			A		
d_I, Intersection Delay [s/veh]	27.99											
Intersection LOS	C											
Intersection V/C	0.734											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.263	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	756	644	0
d_b, Bicycle Delay [s]	31.25	17.42	20.67	45.00
I_b,int, Bicycle LOS Score for Intersection	2.989	2.387	2.970	4.132
Bicycle LOS	C	B	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.493

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	71	54	0	125	4	4	0	8	14	4	109
Total Analysis Volume [veh/h]	8	15	283	215	0	501	15	15	1	33	56	18	437
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	55	55	48	48	27	27	27
g / C, Green / Cycle	0.03	0.61	0.61	0.53	0.53	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.14	0.14	0.14	0.03	0.05	0.27
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1851	1510	1445	1589
c, Capacity [veh/h]	63	2166	967	988	978	510	508	481
d1, Uniform Delay [s]	42.45	7.51	7.99	11.61	11.63	22.54	23.00	30.17
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.54	0.12	0.53	0.64	0.66	0.08	0.13	6.82
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.13	0.22	0.26	0.26	0.10	0.15	0.91
d, Delay for Lane Group [s/veh]	45.99	7.63	8.52	12.25	12.28	22.62	23.13	36.99
Lane Group LOS	D	A	A	B	B	C	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	0.99	1.69	2.77	2.77	0.75	1.15	9.68
50th-Percentile Queue Length [ft/ln]	13.53	24.87	42.28	69.21	69.37	18.65	28.83	242.04
95th-Percentile Queue Length [veh/ln]	0.97	1.79	3.04	4.98	4.99	1.34	2.08	14.78
95th-Percentile Queue Length [ft/ln]	24.35	44.77	76.11	124.57	124.87	33.57	51.89	369.62

Movement, Approach, & Intersection Results

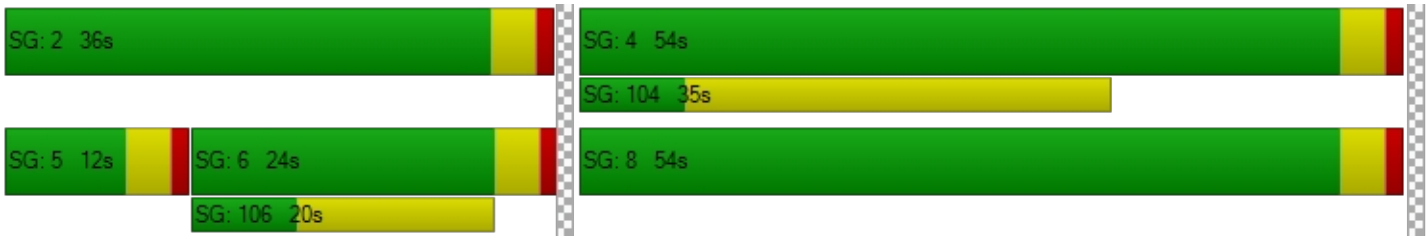
d_M, Delay for Movement [s/veh]	45.99	45.99	7.63	8.52	0.00	12.27	12.28	22.62	22.62	22.62	23.13	23.13	36.99
Movement LOS	D	D	A	A		B	B	C	C	C	C	C	D
d_A, Approach Delay [s/veh]	9.69				12.27			22.62			34.98		
Approach LOS	A				B			C			C		
d_I, Intersection Delay [s/veh]	19.01												
Intersection LOS	B												
Intersection V/C	0.493												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.605	1.762	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	1.977	1.985	1.640	2.403
Bicycle LOS	A	A	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.179

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	408	184	0	141	279
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	107	48	0	37	0
Total Analysis Volume [veh/h]	0	429	193	0	148	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.12	0.10	0.04	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2970	1560	266	122
d1, Uniform Delay [s]	1.41	1.38	40.02	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.16	1.82	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.12	0.56	0.00
d, Delay for Lane Group [s/veh]	1.51	1.54	41.84	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.18	0.19	1.61	0.00
50th-Percentile Queue Length [ft/ln]	4.50	4.81	40.27	0.00
95th-Percentile Queue Length [veh/ln]	0.32	0.35	2.90	0.00
95th-Percentile Queue Length [ft/ln]	8.10	8.65	72.49	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.51	1.54	0.00	41.84	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.51		1.54		41.84	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.27					
Intersection LOS	A					
Intersection V/C	0.179					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.921
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.486	4.451	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.233

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	777	0	487	173	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	0	132	47	0
Total Analysis Volume [veh/h]	221	0	0	528	187	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	74	74
g / C, Green / Cycle	0.09	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.10
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	316	2919	1533
d1, Uniform Delay [s]	39.66	1.71	1.62
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.82	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.18	0.12
d, Delay for Lane Group [s/veh]	42.48	1.85	1.79
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.46	0.41	0.31
50th-Percentile Queue Length [ft/ln]	61.61	10.37	7.76
95th-Percentile Queue Length [veh/ln]	4.44	0.75	0.56
95th-Percentile Queue Length [ft/ln]	110.89	18.66	13.97

Movement, Approach, & Intersection Results

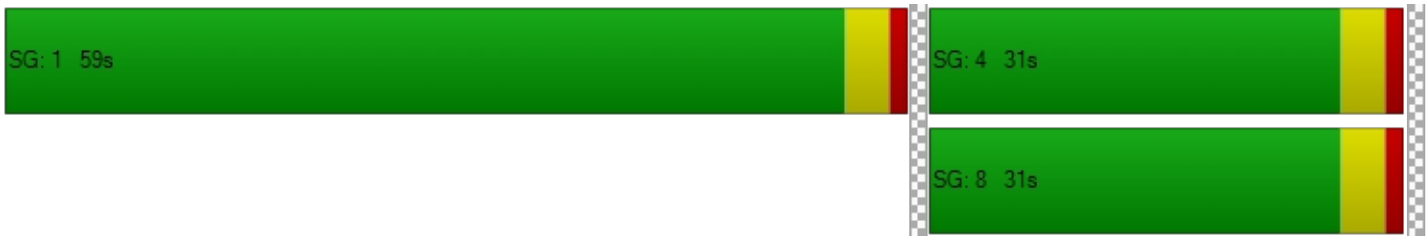
d_M, Delay for Movement [s/veh]	42.48	0.00	0.00	1.85	1.79	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.48		1.85		1.79	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.43					
Intersection LOS	B					
Intersection V/C	0.233					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.568	4.441
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\PM_Delay.vistro
Report File: G:\...\PME_Delay.pdf

Scenario 1 Existing
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Right	0.809	29.9	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.714	23.2	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.240	11.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.275	14.5	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	29.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.809

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	125	68	94	40	164	223	48	212	100	0	0	0
Total Analysis Volume [veh/h]	502	272	375	161	655	891	193	846	401	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	25	25	25	57	28	28	28	
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.28	0.63	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.21	0.24	0.09	0.18	0.32	0.11	0.24	0.25	
s, saturation flow rate [veh/h]	1781	1843	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	500	518	446	500	1000	1774	544	1088	486	
d1, Uniform Delay [s]	29.86	29.58	30.58	25.69	28.64	9.02	24.45	28.59	29.15	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.27	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	11.09	9.51	17.10	1.70	3.34	1.02	0.39	1.24	8.69	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.77	0.75	0.84	0.32	0.65	0.50	0.35	0.78	0.83	
d, Delay for Lane Group [s/veh]	40.95	39.09	47.68	27.39	31.98	10.04	24.84	29.83	37.85	
Lane Group LOS	D	D	D	C	C	B	C	C	D	
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	8.80	8.56	9.32	2.79	6.26	3.96	3.01	7.74	8.47	
50th-Percentile Queue Length [ft/ln]	219.96	213.95	233.11	69.84	156.60	99.09	75.16	193.51	211.84	
95th-Percentile Queue Length [veh/ln]	13.66	13.36	14.33	5.03	10.37	7.13	5.41	12.30	13.25	
95th-Percentile Queue Length [ft/ln]	341.58	333.89	358.31	125.72	259.21	178.36	135.28	307.58	331.19	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	40.52	39.09	47.68	27.39	31.98	10.04	24.84	29.83	37.85	0.00	0.00	0.00
Movement LOS	D	D	D	C	C	B	C	C	D			
d_A, Approach Delay [s/veh]	42.52			20.10			31.39			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	29.88											
Intersection LOS	C											
Intersection V/C	0.809											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.300	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
l_b,int, Bicycle LOS Score for Intersection	3.455	2.968	2.748	4.132
Bicycle LOS	C	C	B	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	23.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.714

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	102	53	0	220	2	3	0	8	21	3	147
Total Analysis Volume [veh/h]	11	7	410	214	0	881	7	11	1	31	84	10	589
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	46	46	40	40	36	36	36
g / C, Green / Cycle	0.03	0.51	0.51	0.44	0.44	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.13	0.24	0.24	0.03	0.07	0.37
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1865	1488	1304	1589
c, Capacity [veh/h]	52	1825	815	820	818	643	595	633
d1, Uniform Delay [s]	42.84	12.09	12.36	18.60	18.61	16.74	17.91	25.88
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.83	0.29	0.78	2.56	2.58	0.04	0.12	11.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.22	0.26	0.54	0.54	0.07	0.16	0.93
d, Delay for Lane Group [s/veh]	46.67	12.37	13.14	21.15	21.19	16.78	18.03	37.84
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.43	2.07	2.31	6.93	6.94	0.54	1.28	13.48
50th-Percentile Queue Length [ft/ln]	10.81	51.74	57.74	173.32	173.54	13.61	32.02	337.08
95th-Percentile Queue Length [veh/ln]	0.78	3.73	4.16	11.25	11.26	0.98	2.31	19.51
95th-Percentile Queue Length [ft/ln]	19.46	93.13	103.92	281.27	281.56	24.50	57.63	487.63

Movement, Approach, & Intersection Results

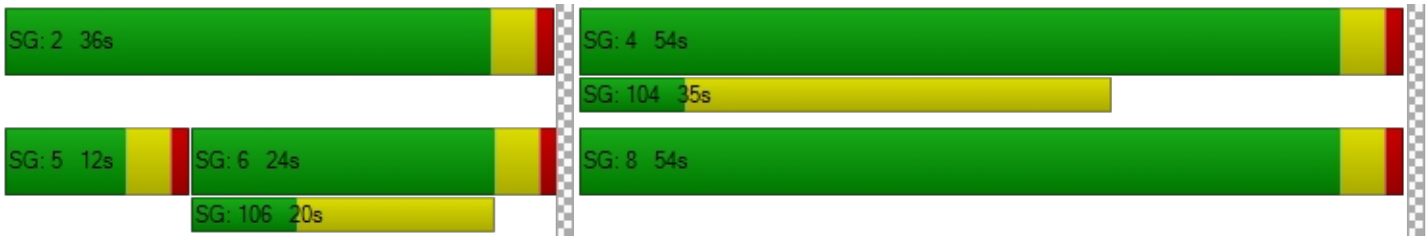
d_M, Delay for Movement [s/veh]	46.67	46.67	12.37	13.14	0.00	21.17	21.19	16.78	16.78	16.78	18.03	18.03	37.84
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	13.59				21.17			16.78			35.11		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	23.15												
Intersection LOS	C												
Intersection V/C	0.714												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.747	1.747	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.083	2.292	1.631	2.687
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.240

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	471	274	0	232	302
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	120	70	0	59	0
Total Analysis Volume [veh/h]	0	481	280	0	237	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	9	9
g / C, Green / Cycle	0.81	0.81	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.07	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2901	1524	333	153
d1, Uniform Delay [s]	1.78	1.81	39.42	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.27	2.83	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.18	0.71	0.00
d, Delay for Lane Group [s/veh]	1.91	2.08	42.26	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.34	0.46	2.61	0.00
50th-Percentile Queue Length [ft/ln]	8.60	11.52	65.22	0.00
95th-Percentile Queue Length [veh/ln]	0.62	0.83	4.70	0.00
95th-Percentile Queue Length [ft/ln]	15.47	20.74	117.39	0.00

Movement, Approach, & Intersection Results

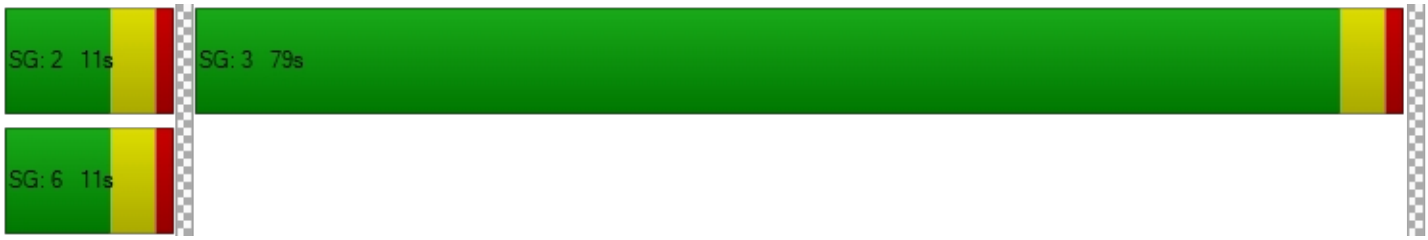
d_M, Delay for Movement [s/veh]	0.00	1.91	2.08	0.00	42.26	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.91		2.08		42.26	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.54					
Intersection LOS	B					
Intersection V/C	0.240					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.034
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.529	4.594	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	812	0	533	142	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	0	0	140	37	0
Total Analysis Volume [veh/h]	323	0	0	561	150	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	71	71
g / C, Green / Cycle	0.12	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.09	0.16	0.08
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	426	2805	1473
d1, Uniform Delay [s]	38.10	2.40	2.20
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	0.16	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.20	0.10
d, Delay for Lane Group [s/veh]	40.91	2.56	2.34
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.55	0.71	0.38
50th-Percentile Queue Length [ft/ln]	88.85	17.84	9.39
95th-Percentile Queue Length [veh/ln]	6.40	1.28	0.68
95th-Percentile Queue Length [ft/ln]	159.94	32.11	16.90

Movement, Approach, & Intersection Results

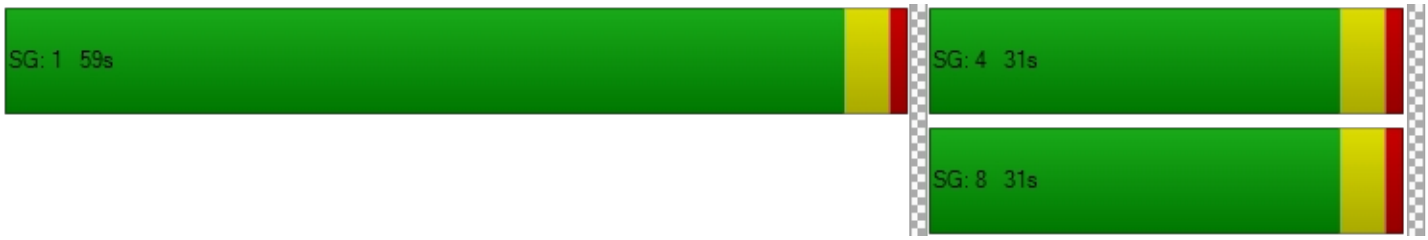
d_M, Delay for Movement [s/veh]	40.91	0.00	0.00	2.56	2.34	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.91		2.56		2.34	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	14.51					
Intersection LOS	B					
Intersection V/C	0.275					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.595	4.380
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SAT_Delay.vistro
Report File: G:\...\SATE_Delay.pdf

Scenario 1 Existing
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Right	0.717	28.5	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.710	22.1	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.226	12.7	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.219	11.1	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	28.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.717

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	98	67	74	18	152	144	48	168	106	0	0	0
Total Analysis Volume [veh/h]	394	269	295	71	606	575	192	671	422	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	25	25	25	57	27	27	27	
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.28	0.63	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.18	0.19	0.04	0.17	0.20	0.11	0.19	0.27	
s, saturation flow rate [veh/h]	1781	1852	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	500	520	446	500	999	1774	544	1088	486	
d1, Uniform Delay [s]	28.66	28.43	28.65	24.30	28.12	7.73	24.37	26.79	29.60	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.30	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.77	5.90	7.51	0.60	2.73	0.49	0.39	0.57	12.27	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.66	0.64	0.66	0.14	0.61	0.32	0.35	0.62	0.87	
d, Delay for Lane Group [s/veh]	35.43	34.33	36.16	24.90	30.86	8.22	24.76	27.36	41.87	
Lane Group LOS	D	C	D	C	C	A	C	C	D	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.90	6.78	6.24	1.15	5.65	2.17	2.98	5.71	9.47	
50th-Percentile Queue Length [ft/ln]	172.56	169.51	156.03	28.75	141.25	54.34	74.61	142.67	236.68	
95th-Percentile Queue Length [veh/ln]	11.21	11.05	10.34	2.07	9.55	3.91	5.37	9.62	14.51	
95th-Percentile Queue Length [ft/ln]	280.27	276.27	258.46	51.75	238.71	97.81	134.30	240.61	362.83	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	35.26	34.33	36.16	24.90	30.86	8.22	24.76	27.36	41.87	0.00	0.00	0.00
Movement LOS	D	C	D	C	C	A	C	C	D			
d_A, Approach Delay [s/veh]	35.27			20.12			31.74			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	28.55											
Intersection LOS	C											
Intersection V/C	0.717											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.183	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
l_b,int, Bicycle LOS Score for Intersection	3.140	2.593	2.620	4.132
Bicycle LOS	C	B	B	D

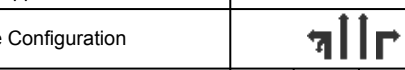
Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	22.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.710

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	117	49	0	234	4	2	0	4	9	3	140
Total Analysis Volume [veh/h]	9	3	467	195	0	934	15	9	0	17	37	11	562
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	48	48	42	42	34	34	34
g / C, Green / Cycle	0.02	0.53	0.53	0.47	0.47	0.38	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.12	0.25	0.26	0.02	0.03	0.35
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1860	1531	1477	1589
c, Capacity [veh/h]	38	1888	843	869	864	637	633	605
d1, Uniform Delay [s]	43.41	11.43	11.32	17.30	17.33	17.53	17.77	26.70
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.20
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.60	0.31	0.64	2.47	2.51	0.03	0.05	11.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.25	0.23	0.55	0.55	0.04	0.08	0.93
d, Delay for Lane Group [s/veh]	48.01	11.74	11.96	19.77	19.84	17.56	17.82	37.93
Lane Group LOS	D	B	B	B	B	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.30	2.28	1.97	7.12	7.14	0.34	0.63	12.84
50th-Percentile Queue Length [ft/ln]	7.54	56.99	49.19	178.00	178.49	8.44	15.81	321.10
95th-Percentile Queue Length [veh/ln]	0.54	4.10	3.54	11.50	11.52	0.61	1.14	18.72
95th-Percentile Queue Length [ft/ln]	13.57	102.58	88.54	287.40	288.04	15.18	28.46	468.04

Movement, Approach, & Intersection Results

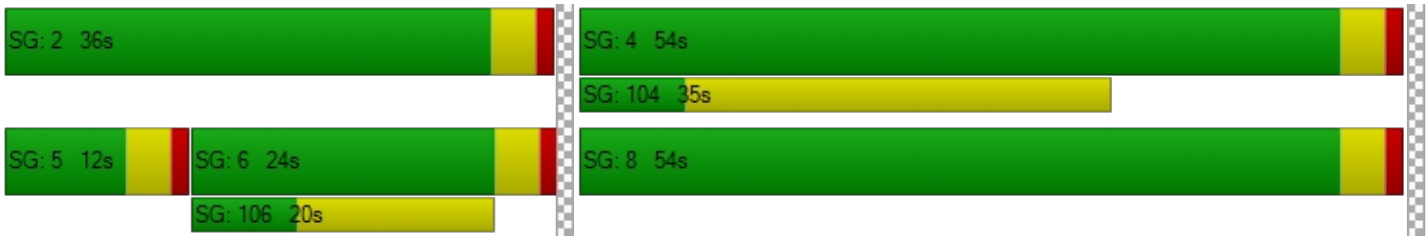
d_M, Delay for Movement [s/veh]	48.01	48.01	11.74	11.96	0.00	19.80	19.84	17.56	17.56	17.56	17.82	17.82	37.93
Movement LOS	D	D	B	B		B	B	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	12.45				19.80			17.56			36.35		
Approach LOS	B				B			B			D		
d_I, Intersection Delay [s/veh]	22.05												
Intersection LOS	C												
Intersection V/C	0.710												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.764	1.741	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.113	2.343	1.603	2.566
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.226

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	458	232	0	252	328
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	117	59	0	64	0
Total Analysis Volume [veh/h]	0	469	237	0	258	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	9	9
g / C, Green / Cycle	0.81	0.81	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.07	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2878	1511	355	163
d1, Uniform Delay [s]	1.90	1.89	39.11	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.12	0.22	2.83	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.16	0.73	0.00
d, Delay for Lane Group [s/veh]	2.03	2.11	41.94	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.38	0.42	2.83	0.00
50th-Percentile Queue Length [ft/ln]	9.47	10.62	70.80	0.00
95th-Percentile Queue Length [veh/ln]	0.68	0.76	5.10	0.00
95th-Percentile Queue Length [ft/ln]	17.05	19.11	127.44	0.00

Movement, Approach, & Intersection Results

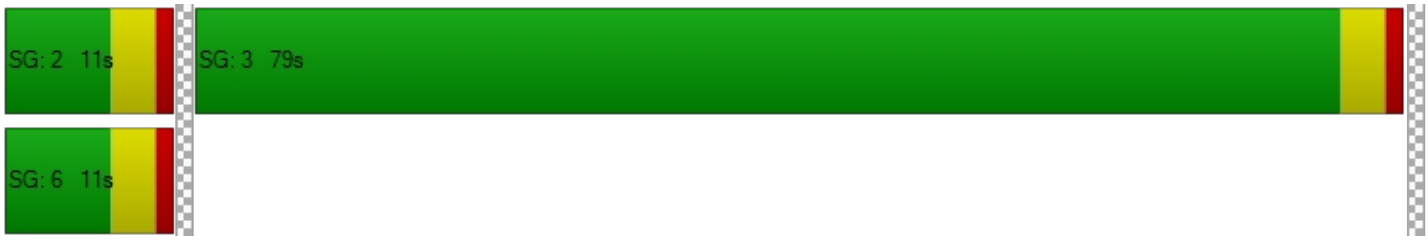
d_M, Delay for Movement [s/veh]	0.00	2.03	2.11	0.00	41.94	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.03		2.11		41.94	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.73					
Intersection LOS	B					
Intersection V/C	0.226					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.041
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.519	4.523	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.219

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	574	0	498	112	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	0	0	129	29	0
Total Analysis Volume [veh/h]	188	0	0	517	116	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	75	75
g / C, Green / Cycle	0.08	0.83	0.83
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.06
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	279	2956	1553
d1, Uniform Delay [s]	40.17	1.52	1.38
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	0.13	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.17	0.07
d, Delay for Lane Group [s/veh]	42.98	1.64	1.48
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.11	0.32	0.15
50th-Percentile Queue Length [ft/ln]	52.65	8.10	3.78
95th-Percentile Queue Length [veh/ln]	3.79	0.58	0.27
95th-Percentile Queue Length [ft/ln]	94.78	14.58	6.81

Movement, Approach, & Intersection Results

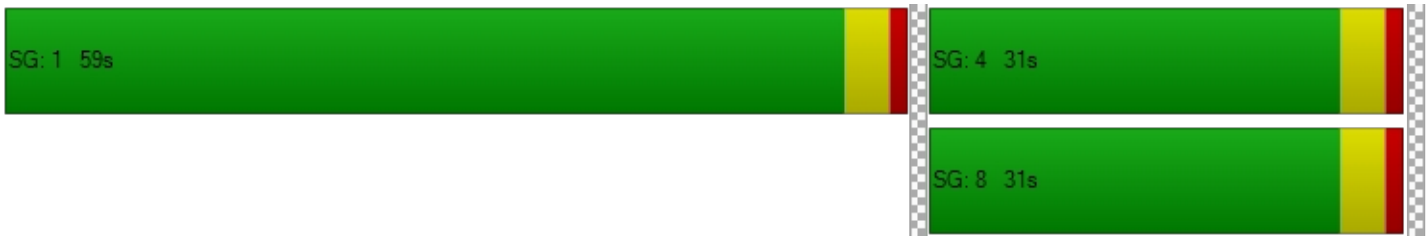
d_M, Delay for Movement [s/veh]	42.98	0.00	0.00	1.64	1.48	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.98		1.64		1.48	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.09					
Intersection LOS	B					
Intersection V/C	0.219					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.559	4.324
Bicycle LOS	D	E	E

Sequence

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



EXISTING PLUS PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM_Delay.vistro
Report File: G:\...\AMEp_Delay.pdf

Scenario 2 Existing Plus Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Right	0.769	28.8	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.517	19.1	B
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.182	9.6	A
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.233	11.4	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	28.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	45	0	3	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	291	285	298	54	289	592	280	1055	258	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	78	77	80	15	78	159	75	284	69	0	0	0
Total Analysis Volume [veh/h]	313	307	321	58	311	637	301	1135	278	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	19	0	0	38	38	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.17	0.17	0.20	0.03	0.09	0.23	0.17	0.32	0.17	
s, saturation flow rate [veh/h]	1781	1869	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	500	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	29.33	29.07	30.37	25.05	26.56	7.41	24.27	29.60	24.44	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.68	5.72	11.76	0.52	0.91	0.54	0.68	5.97	0.82	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.65	0.62	0.75	0.12	0.33	0.35	0.51	0.96	0.53	
d, Delay for Lane Group [s/veh]	36.01	34.80	42.13	25.58	27.47	7.95	24.95	35.57	25.26	
Lane Group LOS	D	C	D	C	C	A	C	D	C	
Critical Lane Group	No	No	Yes	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	6.50	6.40	7.43	0.96	2.64	2.34	4.79	11.75	4.47	
50th-Percentile Queue Length [ft/ln]	162.53	159.97	185.79	23.90	66.04	58.45	119.84	293.70	111.87	
95th-Percentile Queue Length [veh/ln]	10.68	10.55	11.90	1.72	4.75	4.21	8.38	17.37	7.94	
95th-Percentile Queue Length [ft/ln]	267.07	263.69	297.56	43.03	118.87	105.21	209.61	434.23	198.61	

Movement, Approach, & Intersection Results

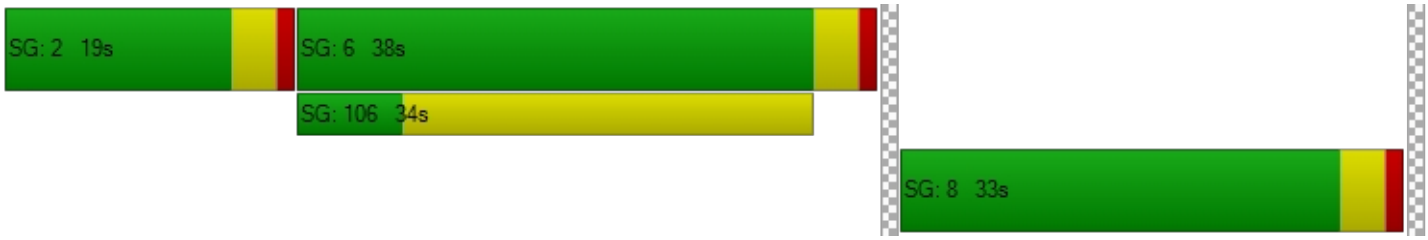
d_M, Delay for Movement [s/veh]	36.01	34.80	42.13	25.58	27.47	7.95	24.95	35.57	25.26	0.00	0.00	0.00
Movement LOS	D	C	D	C	C	A	C	D	C			
d_A, Approach Delay [s/veh]	37.70			15.00			32.03			0.00		
Approach LOS	D			B			C			A		
d_I, Intersection Delay [s/veh]	28.81											
Intersection LOS	C											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.266	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	756	644	0
d_b, Bicycle Delay [s]	31.25	17.42	20.67	45.00
l_b,int, Bicycle LOS Score for Intersection	3.112	2.390	2.974	4.132
Bicycle LOS	C	B	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	19.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.517

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	42	0	0	0	0	0	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	14	280	206	0	522	14	14	1	32	54	17	433
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	73	54	0	136	4	4	0	8	14	4	113
Total Analysis Volume [veh/h]	8	15	292	215	0	545	15	15	1	33	56	18	452
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	54	54	47	47	28	28	28
g / C, Green / Cycle	0.03	0.60	0.60	0.52	0.52	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.14	0.15	0.15	0.03	0.05	0.28
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1852	1512	1444	1589
c, Capacity [veh/h]	63	2132	952	971	962	524	521	497
d1, Uniform Delay [s]	42.45	7.90	8.38	12.25	12.27	21.93	22.38	29.75
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.54	0.13	0.55	0.75	0.77	0.08	0.12	6.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.14	0.23	0.29	0.29	0.09	0.14	0.91
d, Delay for Lane Group [s/veh]	45.99	8.03	8.93	13.00	13.03	22.01	22.51	36.55
Lane Group LOS	D	A	A	B	B	C	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	1.07	1.75	3.13	3.14	0.73	1.13	9.98
50th-Percentile Queue Length [ft/ln]	13.53	26.70	43.83	78.30	78.49	18.34	28.36	249.49
95th-Percentile Queue Length [veh/ln]	0.97	1.92	3.16	5.64	5.65	1.32	2.04	15.16
95th-Percentile Queue Length [ft/ln]	24.35	48.05	78.89	140.94	141.28	33.02	51.04	379.01

Movement, Approach, & Intersection Results

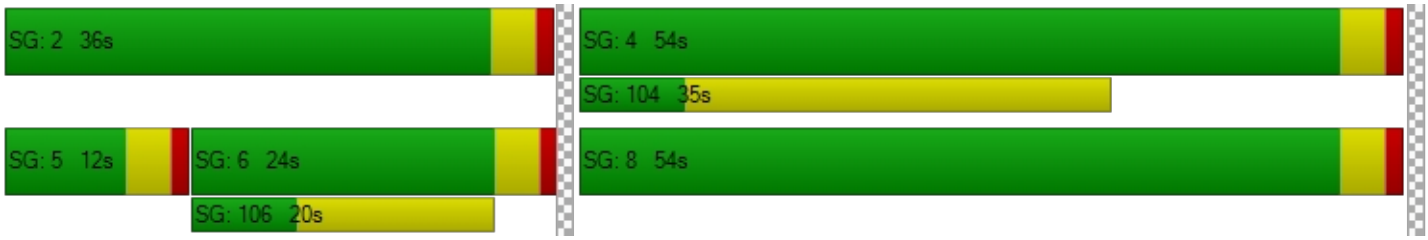
d_M, Delay for Movement [s/veh]	45.99	45.99	8.03	8.93	0.00	13.01	13.03	22.01	22.01	22.01	22.51	22.51	36.55
Movement LOS	D	D	A	A		B	B	C	C	C	C	C	D
d_A, Approach Delay [s/veh]	10.04				13.01			22.01			34.58		
Approach LOS	B				B			C			C		
d_I, Intersection Delay [s/veh]	19.15												
Intersection LOS	B												
Intersection V/C	0.517												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.621	1.762	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
I_b,int, Bicycle LOS Score for Intersection	1.984	2.022	1.640	2.428
Bicycle LOS	A	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	9.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.182

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	5	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	409	189	0	149	279
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	108	50	0	39	0
Total Analysis Volume [veh/h]	0	430	199	0	157	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.12	0.11	0.05	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2969	1559	267	123
d1, Uniform Delay [s]	1.41	1.39	40.10	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.17	2.05	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.13	0.59	0.00
d, Delay for Lane Group [s/veh]	1.52	1.56	42.15	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.18	0.20	1.72	0.00
50th-Percentile Queue Length [ft/ln]	4.57	5.03	42.93	0.00
95th-Percentile Queue Length [veh/ln]	0.33	0.36	3.09	0.00
95th-Percentile Queue Length [ft/ln]	8.23	9.05	77.28	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.52	1.56	0.00	42.15	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.52		1.56		42.15	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.64					
Intersection LOS	A					
Intersection V/C	0.182					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.924
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.487	4.461	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.233

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	204	789	0	487	173	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	55	0	0	132	47	0
Total Analysis Volume [veh/h]	221	0	0	528	187	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	49	0	0	41	41	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	74	74
g / C, Green / Cycle	0.09	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.06	0.15	0.10
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	315	2919	1533
d1, Uniform Delay [s]	39.67	1.71	1.62
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.83	0.14	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.18	0.12
d, Delay for Lane Group [s/veh]	42.50	1.85	1.78
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.46	0.41	0.31
50th-Percentile Queue Length [ft/ln]	61.62	10.35	7.75
95th-Percentile Queue Length [veh/ln]	4.44	0.75	0.56
95th-Percentile Queue Length [ft/ln]	110.92	18.63	13.95

Movement, Approach, & Intersection Results

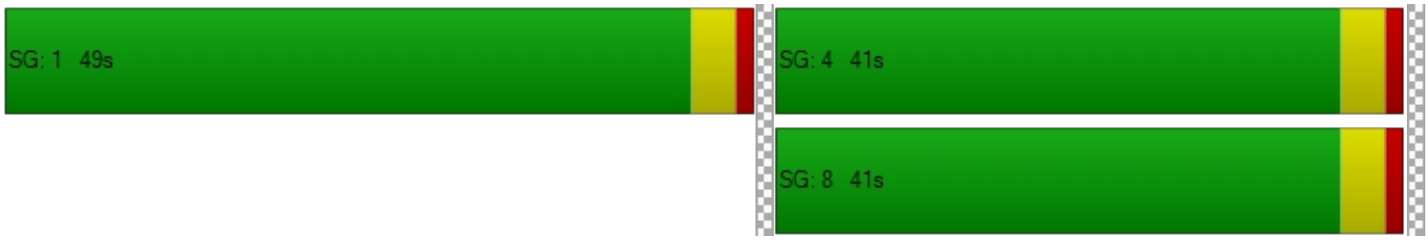
d_M, Delay for Movement [s/veh]	42.50	0.00	0.00	1.85	1.78	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.50		1.85		1.78	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.43					
Intersection LOS	B					
Intersection V/C	0.233					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.568	4.441
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\PM_Delay.vistro
Report File: G:\...\PMEp_Delay.pdf

Scenario 2 Existing Plus Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Right	0.835	31.2	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.765	25.4	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.250	12.2	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.275	14.5	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	31.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.835

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	485	267	381	153	636	847	184	805	394	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	127	70	100	40	167	223	48	212	104	0	0	0
Total Analysis Volume [veh/h]	510	281	401	161	669	891	193	846	414	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	25	25	25	57	28	28	28	
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.28	0.63	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.21	0.25	0.09	0.19	0.32	0.11	0.24	0.26	
s, saturation flow rate [veh/h]	1781	1843	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	496	514	443	496	992	1780	552	1104	493	
d1, Uniform Delay [s]	30.23	29.94	31.45	25.85	28.96	8.91	24.13	28.22	29.09	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.29	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	12.53	10.64	24.65	1.73	3.67	1.01	0.38	1.14	9.89	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.80	0.77	0.91	0.32	0.67	0.50	0.35	0.77	0.84	
d, Delay for Lane Group [s/veh]	42.76	40.58	56.10	27.58	32.62	9.92	24.51	29.36	38.98	
Lane Group LOS	D	D	E	C	C	A	C	C	D	
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	9.22	8.94	10.94	2.81	6.48	3.92	2.98	7.66	8.91	
50th-Percentile Queue Length [ft/ln]	230.46	223.46	273.38	70.17	162.02	98.10	74.49	191.62	222.74	
95th-Percentile Queue Length [veh/ln]	14.20	13.84	16.36	5.05	10.66	7.06	5.36	12.21	13.81	
95th-Percentile Queue Length [ft/ln]	354.95	346.04	408.96	126.30	266.40	176.57	134.09	305.13	345.13	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	42.27	40.58	56.10	27.58	32.62	9.92	24.51	29.36	38.98	0.00	0.00	0.00
Movement LOS	D	D	E	C	C	A	C	C	D			
d_A, Approach Delay [s/veh]	46.52			20.40			31.46			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	31.21											
Intersection LOS	C											
Intersection V/C	0.835											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.305	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
I_b,int, Bicycle LOS Score for Intersection	3.526	2.979	2.758	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	25.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.765

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	0	0	27	0	0	0	0	0	0	58
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	7	434	210	0	894	7	11	1	30	83	10	637
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	110	53	0	227	2	3	0	8	21	3	162
Total Analysis Volume [veh/h]	11	7	441	214	0	909	7	11	1	31	84	10	648
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	43	43	36	36	39	39	39
g / C, Green / Cycle	0.03	0.48	0.48	0.40	0.40	0.43	0.43	0.43
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.13	0.24	0.25	0.03	0.07	0.41
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1865	1498	1309	1589
c, Capacity [veh/h]	52	1697	757	753	751	701	645	691
d1, Uniform Delay [s]	42.84	14.08	14.26	21.28	21.30	14.79	15.83	24.29
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.83	0.37	0.93	3.64	3.67	0.04	0.10	14.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.34	0.26	0.28	0.61	0.61	0.06	0.15	0.94
d, Delay for Lane Group [s/veh]	46.67	14.46	15.19	24.91	24.97	14.82	15.94	38.40
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.43	2.48	2.55	7.92	7.94	0.50	1.19	15.02
50th-Percentile Queue Length [ft/ln]	10.81	62.11	63.78	198.09	198.38	12.60	29.65	375.52
95th-Percentile Queue Length [veh/ln]	0.78	4.47	4.59	12.54	12.55	0.91	2.13	21.38
95th-Percentile Queue Length [ft/ln]	19.46	111.80	114.81	313.51	313.87	22.68	53.37	534.43

Movement, Approach, & Intersection Results

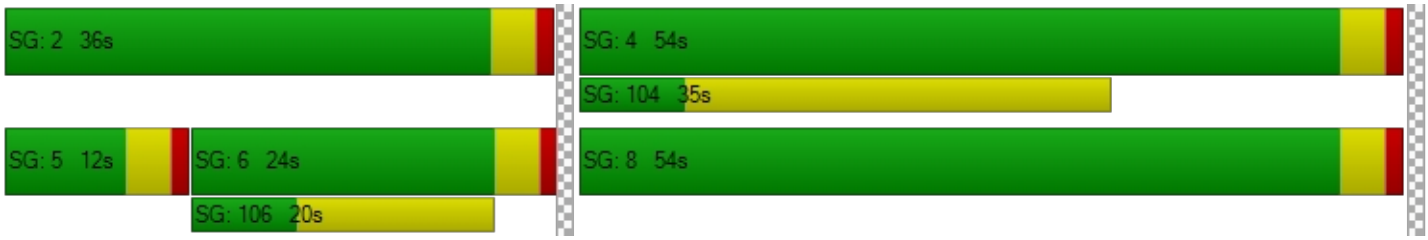
d_M, Delay for Movement [s/veh]	46.67	46.67	14.46	15.19	0.00	24.94	24.97	14.82	14.82	14.82	15.94	15.94	38.40
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	15.55				24.94			14.82			35.55		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	25.41												
Intersection LOS	C												
Intersection V/C	0.765												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.774	1.747	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.109	2.315	1.631	2.784
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	4	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	477	278	0	257	302
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	122	71	0	66	0
Total Analysis Volume [veh/h]	0	487	284	0	263	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	9	9
g / C, Green / Cycle	0.81	0.81	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.14	0.15	0.08	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2872	1509	361	166
d1, Uniform Delay [s]	1.95	1.98	39.04	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.28	2.83	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.19	0.73	0.00
d, Delay for Lane Group [s/veh]	2.07	2.26	41.87	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	0.54	2.88	0.00
50th-Percentile Queue Length [ft/ln]	10.17	13.46	72.12	0.00
95th-Percentile Queue Length [veh/ln]	0.73	0.97	5.19	0.00
95th-Percentile Queue Length [ft/ln]	18.31	24.22	129.82	0.00

Movement, Approach, & Intersection Results

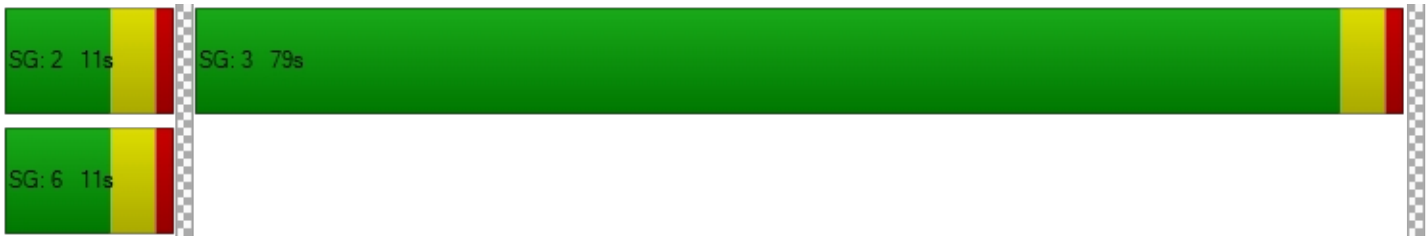
d_M, Delay for Movement [s/veh]	0.00	2.07	2.26	0.00	41.87	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.07		2.26		41.87	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.25					
Intersection LOS	B					
Intersection V/C	0.250					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.043
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.534	4.601	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	14.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.275

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	307	857	0	533	142	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	81	0	0	140	37	0
Total Analysis Volume [veh/h]	323	0	0	561	150	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	11	71	71
g / C, Green / Cycle	0.12	0.79	0.79
(v / s)_i Volume / Saturation Flow Rate	0.09	0.16	0.08
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	426	2805	1473
d1, Uniform Delay [s]	38.10	2.40	2.20
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.80	0.16	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.76	0.20	0.10
d, Delay for Lane Group [s/veh]	40.90	2.56	2.34
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.55	0.71	0.38
50th-Percentile Queue Length [ft/ln]	88.85	17.85	9.39
95th-Percentile Queue Length [veh/ln]	6.40	1.29	0.68
95th-Percentile Queue Length [ft/ln]	159.92	32.13	16.91

Movement, Approach, & Intersection Results

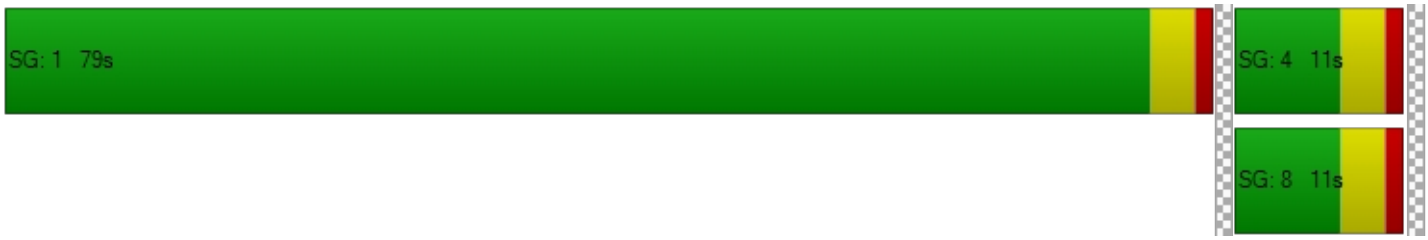
d_M, Delay for Movement [s/veh]	40.90	0.00	0.00	2.56	2.34	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.90		2.56		2.34	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	14.50					
Intersection LOS	B					
Intersection V/C	0.275					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.595	4.380
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SAT_Delay.vistro
Report File: G:\...\SATEp_Delay.pdf

Scenario 2 Existing Plus Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Right	0.762	29.7	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.769	24.7	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.238	13.4	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.219	11.1	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	29.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.762

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	395	274	327	69	604	559	187	653	425	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	70	84	18	155	144	48	168	109	0	0	0
Total Analysis Volume [veh/h]	406	282	336	71	621	575	192	671	437	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	25	25	25	25	25	57	28	28	28	
g / C, Green / Cycle	0.28	0.28	0.28	0.28	0.28	0.63	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.21	0.04	0.17	0.20	0.11	0.19	0.27	
s, saturation flow rate [veh/h]	1781	1853	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	494	514	441	494	988	1783	555	1110	496	
d1, Uniform Delay [s]	29.17	28.90	29.85	24.51	28.51	7.60	23.93	26.31	29.45	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.32	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	7.88	6.76	11.75	0.61	3.03	0.48	0.37	0.53	13.88	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.70	0.67	0.76	0.14	0.63	0.32	0.35	0.60	0.88	
d, Delay for Lane Group [s/veh]	37.05	35.66	41.60	25.12	31.53	8.08	24.30	26.85	43.33	
Lane Group LOS	D	D	D	C	C	A	C	C	D	
Critical Lane Group	No	No	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	7.37	7.19	7.72	1.16	5.87	2.14	2.95	5.64	10.01	
50th-Percentile Queue Length [ft/ln]	184.16	179.79	193.00	28.92	146.83	53.62	73.73	140.95	250.26	
95th-Percentile Queue Length [veh/ln]	11.82	11.59	12.28	2.08	9.85	3.86	5.31	9.53	15.20	
95th-Percentile Queue Length [ft/ln]	295.44	289.75	306.91	52.06	246.19	96.51	132.71	238.30	379.98	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	36.84	35.66	41.60	25.12	31.53	8.08	24.30	26.85	43.33	0.00	0.00	0.00
Movement LOS	D	D	D	C	C	A	C	C	D			
d_A, Approach Delay [s/veh]	38.08			20.53			32.01			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	29.69											
Intersection LOS	C											
Intersection V/C	0.762											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.188	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
l_b,int, Bicycle LOS Score for Intersection	3.249	2.605	2.632	4.132
Bicycle LOS	C	B	B	D

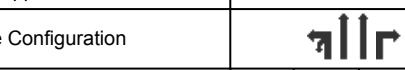
Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	24.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.769

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	35	0	0	42	0	0	0	0	0	0	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	3	492	191	0	957	15	9	0	17	36	11	612
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	1	126	49	0	244	4	2	0	4	9	3	156
Total Analysis Volume [veh/h]	9	3	502	195	0	977	15	9	0	17	37	11	625
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	44	44	38	38	38	38	38
g / C, Green / Cycle	0.02	0.49	0.49	0.43	0.43	0.42	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.01	0.14	0.12	0.27	0.27	0.02	0.03	0.39
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1860	1528	1471	1589
c, Capacity [veh/h]	38	1750	781	796	792	695	688	667
d1, Uniform Delay [s]	43.41	13.56	13.27	20.22	20.26	15.40	15.61	24.98
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.25
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.60	0.41	0.76	3.66	3.73	0.02	0.04	13.54
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.29	0.25	0.62	0.63	0.04	0.07	0.94
d, Delay for Lane Group [s/veh]	48.01	13.97	14.04	23.88	23.99	15.42	15.65	38.53
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.30	2.77	2.20	8.39	8.42	0.31	0.58	14.49
50th-Percentile Queue Length [ft/ln]	7.54	69.35	54.99	209.85	210.50	7.78	14.59	362.21
95th-Percentile Queue Length [veh/ln]	0.54	4.99	3.96	13.15	13.18	0.56	1.05	20.73
95th-Percentile Queue Length [ft/ln]	13.57	124.83	98.99	328.64	329.47	14.01	26.26	518.27

Movement, Approach, & Intersection Results

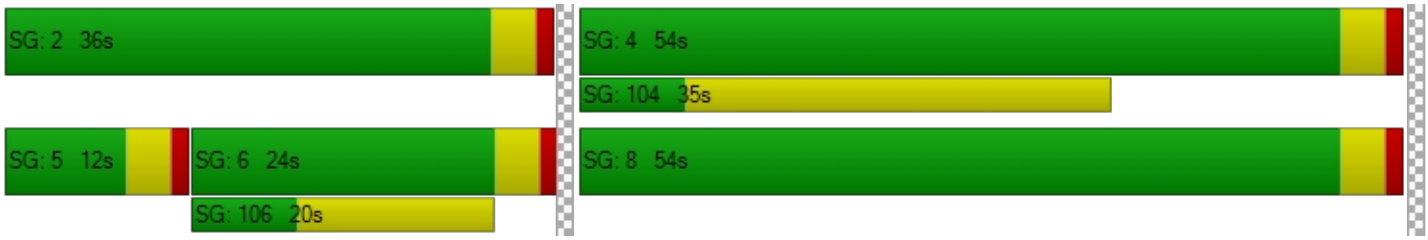
d_M, Delay for Movement [s/veh]	48.01	48.01	13.97	14.04	0.00	23.94	23.99	15.42	15.42	15.42	15.65	15.65	38.53
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	14.56				23.94			15.42			36.89		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	24.71												
Intersection LOS	C												
Intersection V/C	0.769												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.796	1.741	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
I_b,int, Bicycle LOS Score for Intersection	2.142	2.378	1.603	2.670
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	13.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.238

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	6	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	465	238	0	280	328
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	119	61	0	72	0
Total Analysis Volume [veh/h]	0	476	244	0	287	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	10	10
g / C, Green / Cycle	0.80	0.80	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.08	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2845	1494	387	178
d1, Uniform Delay [s]	2.09	2.09	38.63	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.23	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.16	0.74	0.00
d, Delay for Lane Group [s/veh]	2.22	2.32	41.44	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.45	0.50	3.14	0.00
50th-Percentile Queue Length [ft/ln]	11.20	12.60	78.40	0.00
95th-Percentile Queue Length [veh/ln]	0.81	0.91	5.64	0.00
95th-Percentile Queue Length [ft/ln]	20.17	22.68	141.12	0.00

Movement, Approach, & Intersection Results

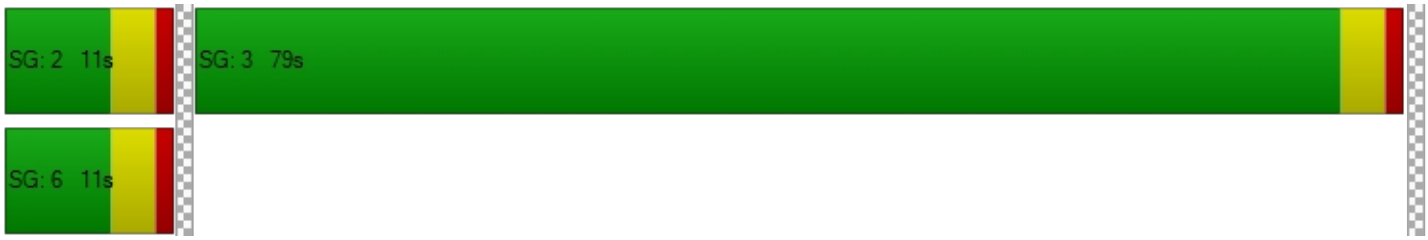
d_M, Delay for Movement [s/veh]	0.00	2.22	2.32	0.00	41.44	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.22		2.32		41.44	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.42					
Intersection LOS	B					
Intersection V/C	0.238					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.052
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.525	4.535	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.219

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	181	622	0	498	112	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	47	0	0	129	29	0
Total Analysis Volume [veh/h]	188	0	0	517	116	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	7	75	75
g / C, Green / Cycle	0.08	0.83	0.83
(v / s)_i Volume / Saturation Flow Rate	0.05	0.15	0.06
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	280	2956	1552
d1, Uniform Delay [s]	40.17	1.52	1.38
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.80	0.13	0.09
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.67	0.17	0.07
d, Delay for Lane Group [s/veh]	42.97	1.65	1.48
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.11	0.32	0.15
50th-Percentile Queue Length [ft/ln]	52.65	8.11	3.78
95th-Percentile Queue Length [veh/ln]	3.79	0.58	0.27
95th-Percentile Queue Length [ft/ln]	94.77	14.60	6.81

Movement, Approach, & Intersection Results

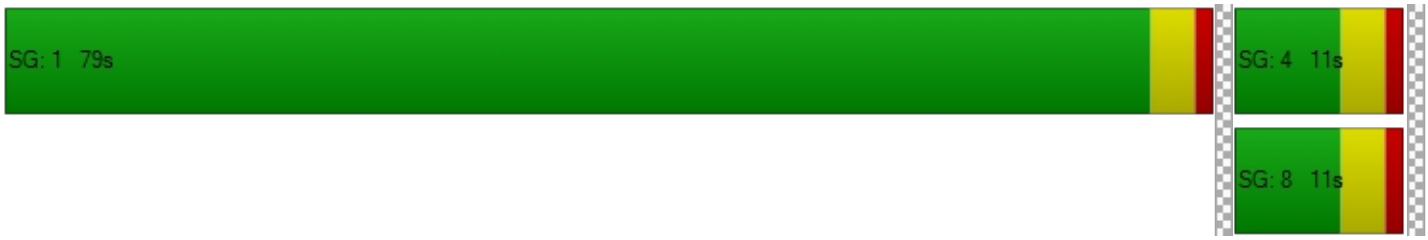
d_M, Delay for Movement [s/veh]	42.97	0.00	0.00	1.65	1.48	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.97		1.65		1.48	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.08					
Intersection LOS	B					
Intersection V/C	0.219					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.559	4.324
Bicycle LOS	D	E	E

Sequence

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



OPENING YEAR (2025) WITHOUT PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM_Delay.vistro
Report File: G:\...\AMOY_Delay.pdf

Scenario 3 Opening Year without Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Thru	0.859	49.3	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.547	20.4	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.192	9.4	A
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.274	11.0	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	49.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	109	-6	-23	0	-8	17	14	129	44	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	405	284	246	57	296	645	311	1249	315	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	109	76	66	15	80	173	84	336	85	0	0	0
Total Analysis Volume [veh/h]	436	306	265	61	318	694	335	1344	339	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	19	0	0	38	38	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.21	0.20	0.17	0.03	0.09	0.25	0.19	0.38	0.21	
s, saturation flow rate [veh/h]	1781	1854	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	496	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	30.61	30.30	29.09	25.10	26.61	7.61	24.84	30.19	25.63	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.13	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	11.85	9.89	6.72	0.55	0.94	0.62	1.05	64.94	2.28	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.78	0.75	0.62	0.13	0.33	0.38	0.57	1.14	0.64	
d, Delay for Lane Group [s/veh]	42.47	40.20	35.81	25.65	27.56	8.22	25.89	95.13	27.91	
Lane Group LOS	D	D	D	C	C	A	C	F	C	
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	8.61	8.33	5.57	1.01	2.71	2.62	5.51	22.09	5.90	
50th-Percentile Queue Length [ft/ln]	215.22	208.28	139.29	25.19	67.70	65.48	137.65	552.34	147.59	
95th-Percentile Queue Length [veh/ln]	13.42	13.06	9.44	1.81	4.87	4.71	9.35	32.29	9.89	
95th-Percentile Queue Length [ft/ln]	335.52	326.62	236.07	45.35	121.85	117.86	233.85	807.32	247.20	

Movement, Approach, & Intersection Results

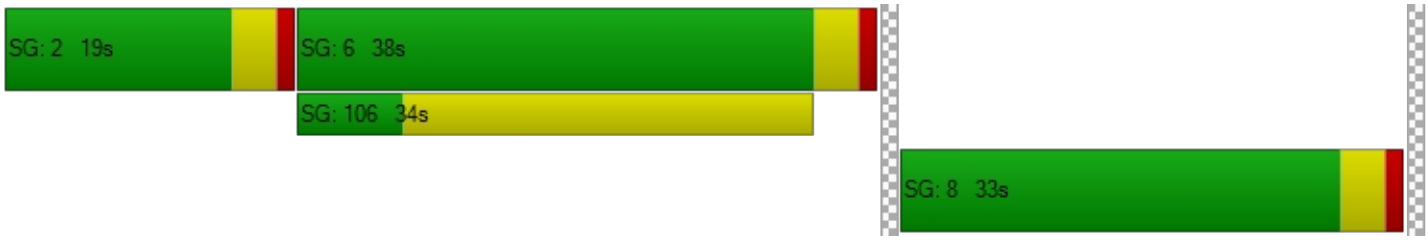
d_M, Delay for Movement [s/veh]	42.13	40.20	35.81	25.65	27.56	8.22	25.89	95.13	27.91	0.00	0.00	0.00
Movement LOS	D	D	D	C	C	A	C	F	C			
d_A, Approach Delay [s/veh]	39.88			14.94			72.34			0.00		
Approach LOS	D			B			E			A		
d_I, Intersection Delay [s/veh]	49.34											
Intersection LOS	D											
Intersection V/C	0.859											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.364	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	756	644	0
d_b, Bicycle Delay [s]	31.25	17.42	20.67	45.00
I_b,int, Bicycle LOS Score for Intersection	3.221	2.445	3.224	4.132
Bicycle LOS	C	B	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	20.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.547

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	-7	9	0	2	0	0	0	0	4	0	30
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	281	228	0	512	15	15	1	34	61	18	475
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	73	59	0	134	4	4	0	9	16	5	124
Total Analysis Volume [veh/h]	8	16	293	238	0	534	16	16	1	35	64	19	496
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	44	44	31	31	31
g / C, Green / Cycle	0.04	0.57	0.57	0.49	0.49	0.34	0.34	0.34
(v / s)_i Volume / Saturation Flow Rate	0.01	0.08	0.15	0.15	0.15	0.04	0.06	0.31
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1851	1479	1414	1589
c, Capacity [veh/h]	65	2033	907	917	907	556	552	541
d1, Uniform Delay [s]	42.38	9.03	9.75	13.72	13.74	20.24	20.83	28.49
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.14
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.50	0.15	0.70	0.84	0.86	0.07	0.12	8.40
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.14	0.26	0.30	0.30	0.09	0.15	0.92
d, Delay for Lane Group [s/veh]	45.88	9.18	10.45	14.56	14.61	20.31	20.95	36.89
Lane Group LOS	D	A	B	B	B	C	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.56	1.19	2.18	3.32	3.32	0.74	1.22	11.08
50th-Percentile Queue Length [ft/ln]	14.07	29.63	54.55	82.89	83.10	18.55	30.60	277.01
95th-Percentile Queue Length [veh/ln]	1.01	2.13	3.93	5.97	5.98	1.34	2.20	16.54
95th-Percentile Queue Length [ft/ln]	25.33	53.34	98.19	149.20	149.59	33.39	55.07	413.48

Movement, Approach, & Intersection Results

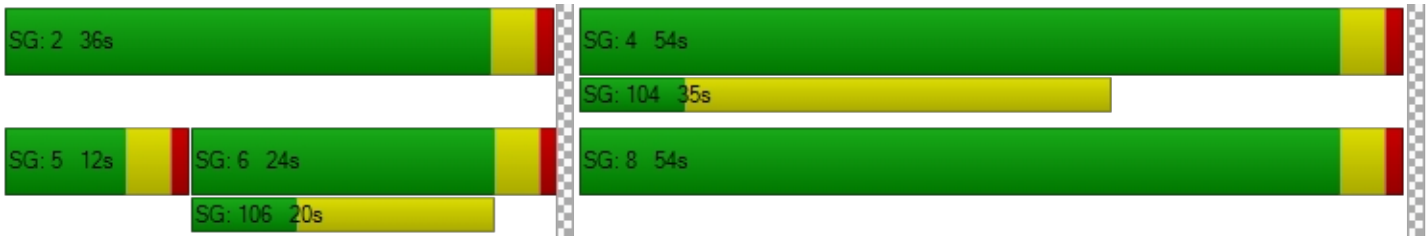
d_M, Delay for Movement [s/veh]	45.88	45.88	9.18	10.45	0.00	14.58	14.61	20.31	20.31	20.31	20.95	20.95	36.89
Movement LOS	D	D	A	B		B	B	C	C	C	C	C	D
d_A, Approach Delay [s/veh]	11.31				14.58			20.31			34.61		
Approach LOS	B				B			C			C		
d_I, Intersection Delay [s/veh]	20.39												
Intersection LOS	C												
Intersection V/C	0.547												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.630	1.765	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.004	2.013	1.645	2.515
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	9.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.192

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	-2	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	437	193	0	150	304
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	115	51	0	39	0
Total Analysis Volume [veh/h]	0	459	203	0	158	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.13	0.11	0.05	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2968	1559	267	123
d1, Uniform Delay [s]	1.43	1.39	40.11	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.17	2.08	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.15	0.13	0.59	0.00
d, Delay for Lane Group [s/veh]	1.54	1.57	42.18	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	0.21	1.73	0.00
50th-Percentile Queue Length [ft/ln]	4.94	5.15	43.23	0.00
95th-Percentile Queue Length [veh/ln]	0.36	0.37	3.11	0.00
95th-Percentile Queue Length [ft/ln]	8.89	9.27	77.82	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.54	1.57	0.00	42.18	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.54		1.57		42.18	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.38					
Intersection LOS	A					
Intersection V/C	0.192					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.925
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.511	4.467	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	179	0	73	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	1004	0	590	184	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	0	0	160	50	0
Total Analysis Volume [veh/h]	242	0	0	639	199	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	73	73
g / C, Green / Cycle	0.10	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.11
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	338	2895	1521
d1, Uniform Delay [s]	39.35	1.91	1.76
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.83	0.18	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.22	0.13
d, Delay for Lane Group [s/veh]	42.17	2.09	1.93
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.69	0.59	0.37
50th-Percentile Queue Length [ft/ln]	67.27	14.67	9.26
95th-Percentile Queue Length [veh/ln]	4.84	1.06	0.67
95th-Percentile Queue Length [ft/ln]	121.09	26.41	16.67

Movement, Approach, & Intersection Results

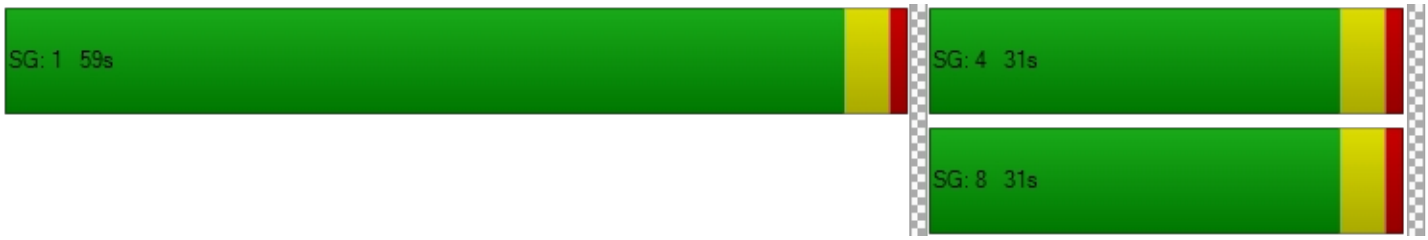
d_M, Delay for Movement [s/veh]	42.17	0.00	0.00	2.09	1.93	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.17		2.09		1.93	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.04					
Intersection LOS	B					
Intersection V/C	0.274					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.660	4.461
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

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Report File: G:\...\PMOY_Delay.pdf

Scenario 3 Opening Year without Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	0.879	34.3	C
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.779	25.8	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.254	11.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.320	14.4	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	34.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.879

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	66	-5	-20	0	-4	10	12	88	38	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	572	270	359	162	657	909	207	943	442	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	150	71	94	43	173	239	54	248	116	0	0	0
Total Analysis Volume [veh/h]	601	284	377	170	691	956	218	991	465	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	29	29	29	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.24	0.24	0.10	0.19	0.34	0.12	0.28	0.29	
s, saturation flow rate [veh/h]	1781	1837	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	482	497	430	482	963	1803	581	1161	518	
d1, Uniform Delay [s]	32.00	31.68	31.52	26.58	29.84	8.82	23.38	28.43	29.00	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.36	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	25.02	20.72	21.47	2.02	4.58	1.12	0.40	1.89	16.27	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.92	0.89	0.88	0.35	0.72	0.53	0.38	0.85	0.90	
d, Delay for Lane Group [s/veh]	57.02	52.39	52.99	28.61	34.42	9.94	23.78	30.32	45.27	
Lane Group LOS	E	D	D	C	C	A	C	C	D	
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.15	11.57	9.95	3.04	6.92	4.21	3.31	9.29	10.94	
50th-Percentile Queue Length [ft/ln]	303.70	289.29	248.76	75.92	173.05	105.24	82.84	232.14	273.50	
95th-Percentile Queue Length [veh/ln]	17.86	17.15	15.12	5.47	11.24	7.57	5.96	14.28	16.36	
95th-Percentile Queue Length [ft/ln]	446.61	428.77	378.10	136.66	280.92	189.36	149.12	357.08	409.10	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	55.80	52.39	52.99	28.61	34.42	9.94	23.78	30.32	45.27	0.00	0.00	0.00
Movement LOS	E	D	D	C	C	A	C	C	D			
d_A, Approach Delay [s/veh]	54.19			21.00			33.62			0.00		
Approach LOS	D			C			C			A		
d_I, Intersection Delay [s/veh]	34.26											
Intersection LOS	C											
Intersection V/C	0.879											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.381	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
I_b,int, Bicycle LOS Score for Intersection	3.642	3.059	2.941	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	25.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.779

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	-3	9	0	2	0	0	0	0	4	0	28
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	7	425	232	0	922	7	12	1	32	92	11	643
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	108	59	0	234	2	3	0	8	23	3	163
Total Analysis Volume [veh/h]	12	7	432	236	0	937	7	12	1	33	94	11	654
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	43	43	36	36	39	39	39
g / C, Green / Cycle	0.03	0.47	0.47	0.40	0.40	0.44	0.44	0.44
(v / s)_i Volume / Saturation Flow Rate	0.01	0.12	0.15	0.25	0.25	0.03	0.08	0.41
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1865	1460	1292	1589
c, Capacity [veh/h]	55	1683	751	743	742	691	643	697
d1, Uniform Delay [s]	42.76	14.25	14.70	21.86	21.88	14.64	15.88	24.12
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.27
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.75	0.37	1.09	4.11	4.15	0.04	0.12	14.26
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.26	0.31	0.63	0.64	0.07	0.16	0.94
d, Delay for Lane Group [s/veh]	46.51	14.62	15.80	25.96	26.02	14.68	16.00	38.38
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.45	2.45	2.89	8.38	8.40	0.54	1.34	15.16
50th-Percentile Queue Length [ft/ln]	11.36	61.27	72.35	209.60	209.92	13.39	33.41	379.05
95th-Percentile Queue Length [veh/ln]	0.82	4.41	5.21	13.13	13.15	0.96	2.41	21.55
95th-Percentile Queue Length [ft/ln]	20.44	110.29	130.24	328.32	328.72	24.11	60.13	538.69

Movement, Approach, & Intersection Results

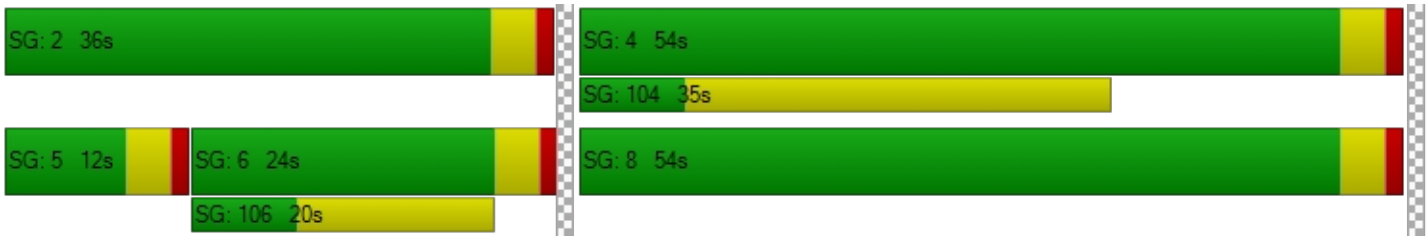
d_M, Delay for Movement [s/veh]	46.51	46.51	14.62	15.80	0.00	25.99	26.02	14.68	14.68	14.68	16.00	16.00	38.38
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	15.91				25.99			14.68			35.28		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	25.83												
Intersection LOS	C												
Intersection V/C	0.779												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.781	1.749	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.121	2.338	1.636	2.812
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	11.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.254

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	10	0	0	0	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	510	291	0	246	328
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	130	74	0	63	0
Total Analysis Volume [veh/h]	0	521	297	0	251	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	73	73	9	9
g / C, Green / Cycle	0.81	0.81	0.10	0.10
(v / s)_i Volume / Saturation Flow Rate	0.15	0.16	0.07	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2886	1516	348	160
d1, Uniform Delay [s]	1.89	1.92	39.21	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.29	2.83	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.20	0.72	0.00
d, Delay for Lane Group [s/veh]	2.03	2.21	42.05	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	0.53	2.76	0.00
50th-Percentile Queue Length [ft/ln]	10.28	13.35	68.94	0.00
95th-Percentile Queue Length [veh/ln]	0.74	0.96	4.96	0.00
95th-Percentile Queue Length [ft/ln]	18.51	24.03	124.09	0.00

Movement, Approach, & Intersection Results

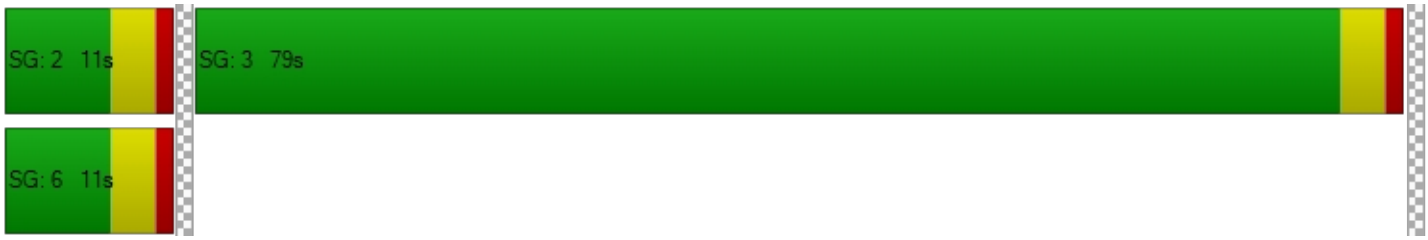
d_M, Delay for Movement [s/veh]	0.00	2.03	2.21	0.00	42.05	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.03		2.21		42.05	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.48					
Intersection LOS	B					
Intersection V/C	0.254					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.039
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.562	4.622	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	189	0	64	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	346	1051	0	630	151	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	166	40	0
Total Analysis Volume [veh/h]	364	0	0	663	159	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	70	70
g / C, Green / Cycle	0.14	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.09
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	469	2761	1450
d1, Uniform Delay [s]	37.51	2.79	2.48
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.80	0.21	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.11
d, Delay for Lane Group [s/veh]	40.31	2.99	2.63
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.99	1.00	0.46
50th-Percentile Queue Length [ft/ln]	99.67	25.11	11.41
95th-Percentile Queue Length [veh/ln]	7.18	1.81	0.82
95th-Percentile Queue Length [ft/ln]	179.41	45.20	20.54

Movement, Approach, & Intersection Results

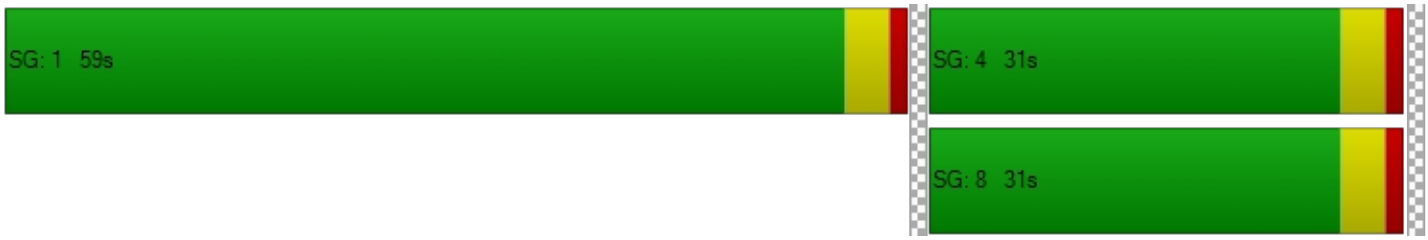
d_M, Delay for Movement [s/veh]	40.31	0.00	0.00	2.99	2.63	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.31		2.99		2.63	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	14.40					
Intersection LOS	B					
Intersection V/C	0.320					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.679	4.395
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SAT_Delay.vistro
Report File: G:\...\SATOY_Delay.pdf

Scenario 3 Opening Year without Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Right	0.909	41.4	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.859	30.1	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.245	12.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.270	10.7	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	41.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.909

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	225	-6	-24	0	-7	35	32	190	103	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	632	272	281	73	619	628	231	883	539	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	162	70	72	19	159	161	59	227	139	0	0	0
Total Analysis Volume [veh/h]	650	280	289	75	636	646	237	908	554	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.25	0.18	0.04	0.18	0.23	0.13	0.26	0.35	
s, saturation flow rate [veh/h]	1781	1834	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	491	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	32.80	32.47	29.62	25.30	29.51	7.44	23.26	27.07	30.19	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.49	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	35.59	29.48	8.47	0.70	3.70	0.55	0.44	1.08	52.46	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.98	0.95	0.68	0.16	0.67	0.36	0.40	0.77	1.05	
d, Delay for Lane Group [s/veh]	68.39	61.95	38.09	26.01	33.21	7.99	23.70	28.15	82.65	
Lane Group LOS	E	E	D	C	C	A	C	C	F	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	14.17	13.38	6.31	1.25	6.22	2.38	3.61	8.05	17.90	
50th-Percentile Queue Length [ft/ln]	354.14	334.42	157.67	31.29	155.43	59.53	90.15	201.36	447.45	
95th-Percentile Queue Length [veh/ln]	20.34	19.38	10.43	2.25	10.31	4.29	6.49	12.71	25.64	
95th-Percentile Queue Length [ft/ln]	508.45	484.38	260.63	56.32	257.67	107.16	162.26	317.72	640.91	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	66.56	61.95	38.09	26.01	33.21	7.99	23.70	28.15	82.65	0.00	0.00	0.00
Movement LOS	E	E	D	C	C	A	C	C	F			
d_A, Approach Delay [s/veh]	58.75			20.80			45.30			0.00		
Approach LOS	E			C			D			A		
d_I, Intersection Delay [s/veh]	41.36											
Intersection LOS	D											
Intersection V/C	0.909											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.333	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
I_b,int, Bicycle LOS Score for Intersection	3.571	2.679	2.961	4.132
Bicycle LOS	D	B	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	30.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.859

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	10	0	45	0	0	0	0	4	0	122
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	487	213	0	1016	16	10	0	18	42	12	706
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	124	54	0	259	4	3	0	5	11	3	180
Total Analysis Volume [veh/h]	10	3	497	218	0	1038	16	10	0	18	43	12	721
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	39	39	33	33	43	43	43
g / C, Green / Cycle	0.02	0.43	0.43	0.37	0.37	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.01	0.14	0.14	0.28	0.28	0.02	0.04	0.45
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1860	1509	1455	1589
c, Capacity [veh/h]	41	1544	689	685	681	775	766	759
d1, Uniform Delay [s]	43.31	16.79	16.74	25.17	25.22	12.50	12.72	22.49
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.33
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.42	0.55	1.20	8.13	8.33	0.02	0.04	17.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.32	0.32	0.77	0.77	0.04	0.07	0.95
d, Delay for Lane Group [s/veh]	47.73	17.34	17.94	33.30	33.56	12.52	12.76	39.50
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	3.18	2.91	10.88	10.93	0.29	0.59	17.02
50th-Percentile Queue Length [ft/ln]	8.09	79.47	72.69	271.95	273.23	7.35	14.73	425.59
95th-Percentile Queue Length [veh/ln]	0.58	5.72	5.23	16.29	16.35	0.53	1.06	23.79
95th-Percentile Queue Length [ft/ln]	14.56	143.04	130.84	407.17	408.77	13.23	26.52	594.75

Movement, Approach, & Intersection Results

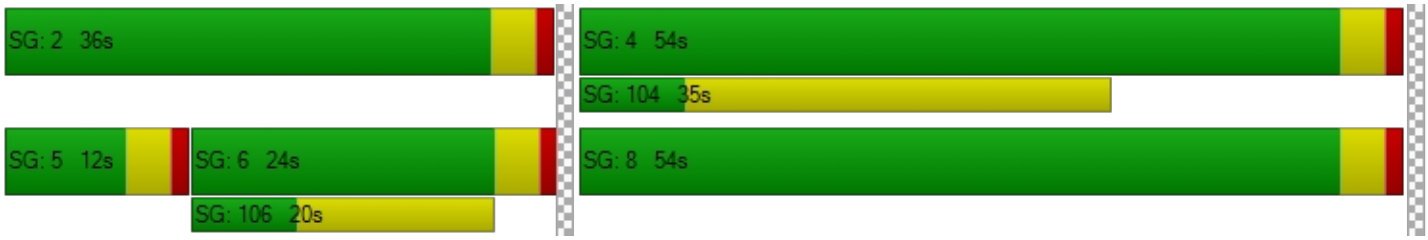
d_M, Delay for Movement [s/veh]	47.73	47.73	17.34	17.94	0.00	33.43	33.56	12.52	12.52	12.52	12.76	12.76	39.50
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	18.06				33.43			12.52			37.60		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	30.13												
Intersection LOS	C												
Intersection V/C	0.859												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.833	1.743	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.158	2.429	1.606	2.840
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.245

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	8	0	0	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	502	254	0	267	360
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	128	65	0	68	0
Total Analysis Volume [veh/h]	0	514	260	0	273	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	10	10
g / C, Green / Cycle	0.80	0.80	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.08	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2860	1502	372	171
d1, Uniform Delay [s]	2.03	2.02	38.83	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.25	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.17	0.73	0.00
d, Delay for Lane Group [s/veh]	2.17	2.27	41.63	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.46	0.51	2.99	0.00
50th-Percentile Queue Length [ft/ln]	11.43	12.73	74.70	0.00
95th-Percentile Queue Length [veh/ln]	0.82	0.92	5.38	0.00
95th-Percentile Queue Length [ft/ln]	20.58	22.92	134.45	0.00

Movement, Approach, & Intersection Results

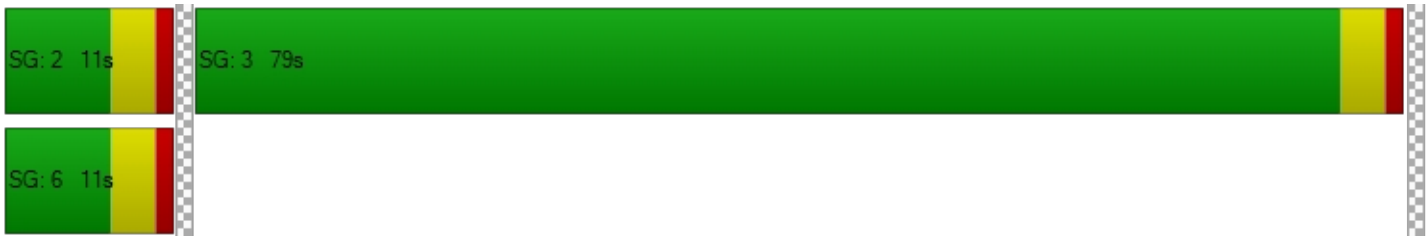
d_M, Delay for Movement [s/veh]	0.00	2.17	2.27	0.00	41.63	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.17		2.27		41.63	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.48					
Intersection LOS	B					
Intersection V/C	0.245					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.047
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.556	4.561	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	280	0	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	889	0	631	119	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	0	164	31	0
Total Analysis Volume [veh/h]	216	0	0	655	124	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	74	74
g / C, Green / Cycle	0.09	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.06	0.18	0.07
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	310	2924	1536
d1, Uniform Delay [s]	39.74	1.76	1.54
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.82	0.18	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.22	0.08
d, Delay for Lane Group [s/veh]	42.56	1.94	1.64
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.41	0.52	0.19
50th-Percentile Queue Length [ft/ln]	60.25	13.04	4.82
95th-Percentile Queue Length [veh/ln]	4.34	0.94	0.35
95th-Percentile Queue Length [ft/ln]	108.46	23.48	8.67

Movement, Approach, & Intersection Results

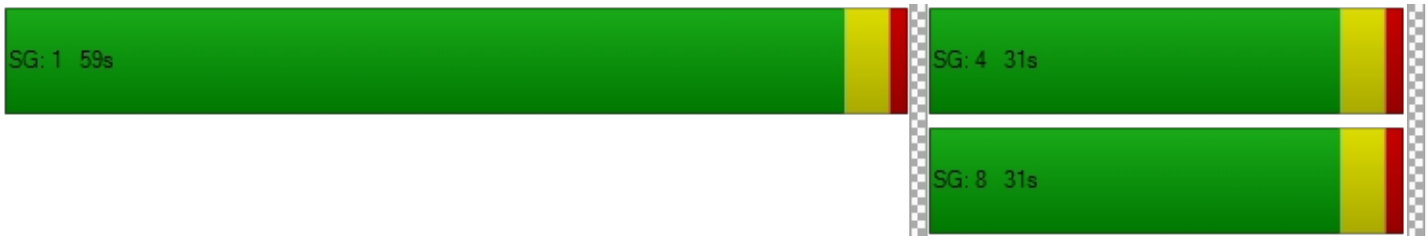
d_M, Delay for Movement [s/veh]	42.56	0.00	0.00	1.94	1.64	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.56		1.94		1.64	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	10.72					
Intersection LOS	B					
Intersection V/C	0.270					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.673	4.337
Bicycle LOS	D	E	E

Sequence

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



OPENING YEAR (2025) WITH PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AM_Delay.vistro
Report File: G:\...\AMOYp_Delay.pdf

Scenario 4 Opening Year with Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Thru	0.867	49.8	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.571	20.7	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.195	9.7	A
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.274	11.0	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	49.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.867

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	279	273	253	54	286	592	280	1055	255	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	121	6	22	0	-5	17	14	129	47	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	417	296	291	57	299	645	311	1249	318	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	112	80	78	15	80	173	84	336	86	0	0	0
Total Analysis Volume [veh/h]	449	318	313	61	322	694	335	1344	342	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	19	0	0	38	38	0	33	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.22	0.21	0.20	0.03	0.09	0.25	0.19	0.38	0.22	
s, saturation flow rate [veh/h]	1781	1854	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	496	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	30.89	30.56	30.18	25.10	26.65	7.61	24.84	30.19	25.70	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.13	0.19	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	13.48	11.13	10.80	0.55	0.96	0.62	1.05	64.94	2.38	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.80	0.77	0.74	0.13	0.34	0.38	0.57	1.14	0.65	
d, Delay for Lane Group [s/veh]	44.37	41.69	40.98	25.65	27.61	8.22	25.89	95.13	28.08	
Lane Group LOS	D	D	D	C	C	A	C	F	C	
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	9.13	8.80	7.13	1.01	2.75	2.62	5.51	22.09	5.98	
50th-Percentile Queue Length [ft/ln]	228.17	219.92	178.28	25.19	68.65	65.48	137.65	552.34	149.55	
95th-Percentile Queue Length [veh/ln]	14.08	13.66	11.51	1.81	4.94	4.71	9.35	32.29	9.99	
95th-Percentile Queue Length [ft/ln]	352.03	341.53	287.76	45.35	123.57	117.86	233.85	807.32	249.83	

Movement, Approach, & Intersection Results

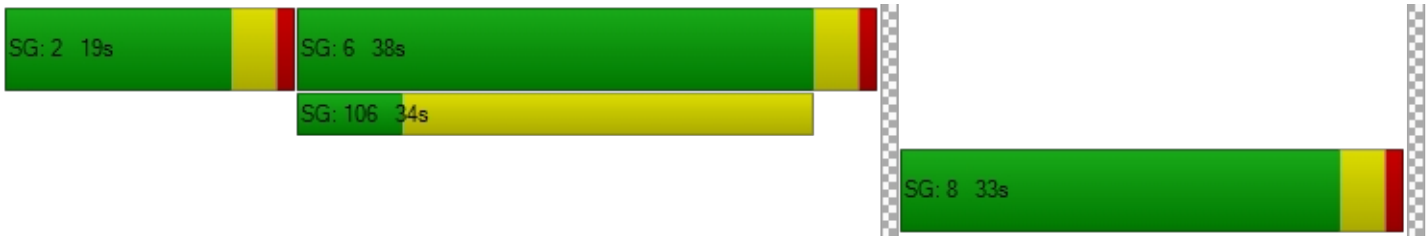
d_M, Delay for Movement [s/veh]	43.98	41.69	40.98	25.65	27.61	8.22	25.89	95.13	28.08	0.00	0.00	0.00
Movement LOS	D	D	D	C	C	A	C	F	C			
d_A, Approach Delay [s/veh]	42.43			15.01			72.30			0.00		
Approach LOS	D			B			E			A		
d_I, Intersection Delay [s/veh]	49.81											
Intersection LOS	D											
Intersection V/C	0.867											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.368	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	333	756	644	0
d_b, Bicycle Delay [s]	31.25	17.42	20.67	45.00
I_b,int, Bicycle LOS Score for Intersection	3.342	2.448	3.227	4.132
Bicycle LOS	C	B	C	D

Sequence

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



Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	20.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.571

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	14	271	206	0	480	14	14	1	32	54	17	419
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	9	0	44	0	0	0	0	4	0	44
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	15	290	228	0	554	15	15	1	34	61	18	489
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	76	59	0	144	4	4	0	9	16	5	128
Total Analysis Volume [veh/h]	8	16	303	238	0	578	16	16	1	35	64	19	510
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	51	51	43	43	31	31	31
g / C, Green / Cycle	0.04	0.56	0.56	0.48	0.48	0.35	0.35	0.35
(v / s)_i Volume / Saturation Flow Rate	0.01	0.09	0.15	0.16	0.16	0.04	0.06	0.32
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1852	1481	1413	1589
c, Capacity [veh/h]	65	2002	894	900	892	569	564	555
d1, Uniform Delay [s]	42.38	9.43	10.15	14.40	14.42	19.70	20.28	28.10
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.15
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.50	0.16	0.73	0.98	1.00	0.07	0.12	8.99
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.15	0.27	0.33	0.33	0.09	0.15	0.92
d, Delay for Lane Group [s/veh]	45.88	9.59	10.88	15.38	15.43	19.77	20.40	37.09
Lane Group LOS	D	A	B	B	B	B	C	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.56	1.27	2.25	3.72	3.73	0.73	1.20	11.45
50th-Percentile Queue Length [ft/ln]	14.07	31.67	56.18	92.99	93.23	18.25	30.10	286.17
95th-Percentile Queue Length [veh/ln]	1.01	2.28	4.05	6.70	6.71	1.31	2.17	17.00
95th-Percentile Queue Length [ft/ln]	25.33	57.01	101.13	167.38	167.82	32.85	54.19	424.88

Movement, Approach, & Intersection Results

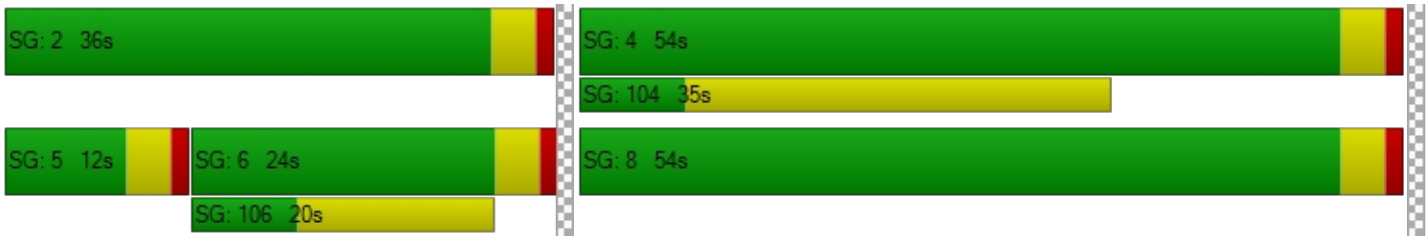
d_M, Delay for Movement [s/veh]	45.88	45.88	9.59	10.88	0.00	15.40	15.43	19.77	19.77	19.77	20.40	20.40	37.09
Movement LOS	D	D	A	B		B	B	B	B	B	C	C	D
d_A, Approach Delay [s/veh]	11.68				15.40			19.77			34.75		
Approach LOS	B				B			B			C		
d_I, Intersection Delay [s/veh]	20.72												
Intersection LOS	C												
Intersection V/C	0.571												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.646	1.765	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.013	2.050	1.645	2.538
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	408	184	0	141	279
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	5	3	0	8	8
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	438	198	0	158	304
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	115	52	0	42	0
Total Analysis Volume [veh/h]	0	461	208	0	166	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	75	75	7	7
g / C, Green / Cycle	0.83	0.83	0.08	0.08
(v / s)_i Volume / Saturation Flow Rate	0.13	0.11	0.05	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2967	1559	268	123
d1, Uniform Delay [s]	1.43	1.40	40.18	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.11	0.18	2.32	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.13	0.62	0.00
d, Delay for Lane Group [s/veh]	1.54	1.58	42.50	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.20	0.21	1.83	0.00
50th-Percentile Queue Length [ft/ln]	5.01	5.34	45.65	0.00
95th-Percentile Queue Length [veh/ln]	0.36	0.38	3.29	0.00
95th-Percentile Queue Length [ft/ln]	9.01	9.60	82.17	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.54	1.58	0.00	42.50	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.54		1.58		42.50	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	9.70					
Intersection LOS	A					
Intersection V/C	0.195					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.928
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.513	4.476	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.274

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	204	777	0	487	173	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	191	0	73	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	223	1016	0	590	184	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	60	0	0	160	50	0
Total Analysis Volume [veh/h]	242	0	0	639	199	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	49	0	0	41	41	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	9	73	73
g / C, Green / Cycle	0.10	0.81	0.81
(v / s)_i Volume / Saturation Flow Rate	0.07	0.18	0.11
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	338	2896	1521
d1, Uniform Delay [s]	39.35	1.91	1.75
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.84	0.18	0.18
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.22	0.13
d, Delay for Lane Group [s/veh]	42.19	2.09	1.93
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.69	0.59	0.37
50th-Percentile Queue Length [ft/ln]	67.29	14.65	9.25
95th-Percentile Queue Length [veh/ln]	4.84	1.06	0.67
95th-Percentile Queue Length [ft/ln]	121.12	26.38	16.65

Movement, Approach, & Intersection Results

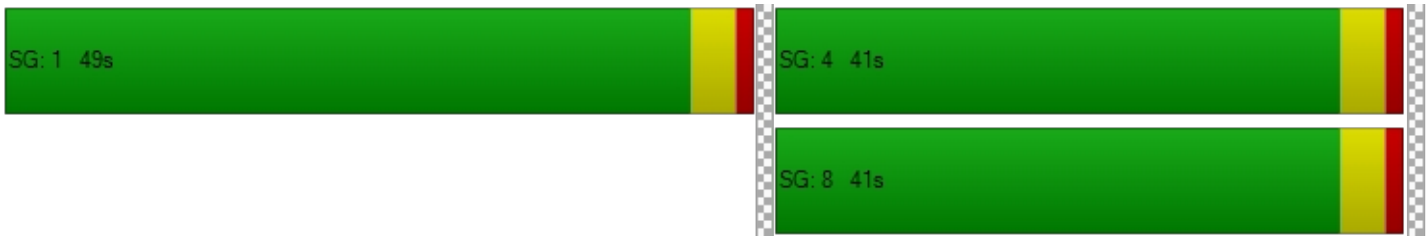
d_M, Delay for Movement [s/veh]	42.19	0.00	0.00	2.09	1.93	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.19		2.09		1.93	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	11.04					
Intersection LOS	B					
Intersection V/C	0.274					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.660	4.461
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\PM_Delay.vistro
Report File: G:\...\PMOYp_Delay.pdf

Scenario 4 Opening Year with Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Right	0.894	36.3	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.831	28.7	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.265	12.1	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.320	14.4	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.894

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	477	259	357	153	623	847	184	805	381	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	74	3	4	0	9	10	12	88	51	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	580	278	383	162	670	909	207	943	455	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	152	73	101	43	176	239	54	248	120	0	0	0
Total Analysis Volume [veh/h]	610	292	403	170	704	956	218	991	478	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.25	0.25	0.10	0.20	0.34	0.12	0.28	0.30	
s, saturation flow rate [veh/h]	1781	1838	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	480	495	428	480	959	1806	585	1169	522	
d1, Uniform Delay [s]	32.30	31.96	32.31	26.66	30.06	8.77	23.22	28.24	29.15	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.38	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	28.56	23.46	30.97	2.04	4.97	1.11	0.39	1.80	19.05	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.94	0.91	0.94	0.35	0.73	0.53	0.37	0.85	0.92	
d, Delay for Lane Group [s/veh]	60.85	55.43	63.28	28.71	35.03	9.88	23.62	30.04	48.20	
Lane Group LOS	E	E	E	C	D	A	C	C	D	
Critical Lane Group	No	No	Yes	No	No	Yes	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	12.85	12.18	11.77	3.04	7.13	4.19	3.30	9.23	11.66	
50th-Percentile Queue Length [ft/ln]	321.26	304.44	294.23	76.11	178.32	104.66	82.45	230.77	291.52	
95th-Percentile Queue Length [veh/ln]	18.73	17.90	17.40	5.48	11.51	7.54	5.94	14.21	17.26	
95th-Percentile Queue Length [ft/ln]	468.23	447.52	434.88	136.99	287.83	188.38	148.40	355.34	431.53	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	59.44	55.43	63.28	28.71	35.03	9.88	23.62	30.04	48.20	0.00	0.00	0.00
Movement LOS	E	E	E	C	D	A	C	C	D			
d_A, Approach Delay [s/veh]	59.73			21.31			34.36			0.00		
Approach LOS	E			C			C			A		
d_I, Intersection Delay [s/veh]	36.27											
Intersection LOS	D											
Intersection V/C	0.894											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.386	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
I_b,int, Bicycle LOS Score for Intersection	3.713	3.069	2.951	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	28.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.831

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	7	403	210	0	867	7	11	1	30	83	10	579
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	28	9	0	29	0	0	0	0	4	0	86
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	7	456	232	0	949	7	12	1	32	92	11	701
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	2	116	59	0	241	2	3	0	8	23	3	178
Total Analysis Volume [veh/h]	12	7	464	236	0	965	7	12	1	33	94	11	713
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	39	39	33	33	43	43	43
g / C, Green / Cycle	0.03	0.44	0.44	0.36	0.36	0.47	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.01	0.13	0.15	0.26	0.26	0.03	0.08	0.45
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1865	1474	1301	1589
c, Capacity [veh/h]	55	1558	695	678	676	749	692	753
d1, Uniform Delay [s]	42.76	16.38	16.73	24.73	24.75	12.86	13.95	22.62
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.33
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.75	0.49	1.32	6.41	6.48	0.03	0.10	16.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.35	0.30	0.34	0.72	0.72	0.06	0.15	0.95
d, Delay for Lane Group [s/veh]	46.51	16.87	18.05	31.14	31.23	12.89	14.05	39.07
Lane Group LOS	D	B	B	C	C	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.45	2.91	3.17	9.62	9.64	0.49	1.23	16.73
50th-Percentile Queue Length [ft/ln]	11.36	72.66	79.14	240.55	240.99	12.34	30.76	418.31
95th-Percentile Queue Length [veh/ln]	0.82	5.23	5.70	14.71	14.73	0.89	2.21	23.44
95th-Percentile Queue Length [ft/ln]	20.44	130.80	142.44	367.73	368.28	22.21	55.37	586.03

Movement, Approach, & Intersection Results

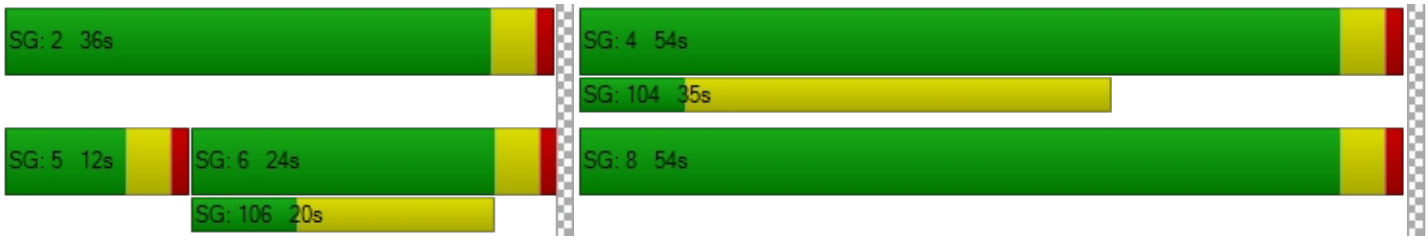
d_M, Delay for Movement [s/veh]	46.51	46.51	16.87	18.05	0.00	31.18	31.23	12.89	12.89	12.89	14.05	14.05	39.07
Movement LOS	D	D	B	B		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	18.04				31.18			12.89			35.86		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	28.65												
Intersection LOS	C												
Intersection V/C	0.831												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.808	1.749	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
I_b,int, Bicycle LOS Score for Intersection	2.147	2.362	1.636	2.909
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.265

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	471	274	0	232	302
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	16	4	0	25	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	516	295	0	271	328
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	132	75	0	69	0
Total Analysis Volume [veh/h]	0	527	301	0	277	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	10	10
g / C, Green / Cycle	0.80	0.80	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.15	0.16	0.08	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2856	1500	377	173
d1, Uniform Delay [s]	2.07	2.10	38.77	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.30	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.20	0.74	0.00
d, Delay for Lane Group [s/veh]	2.21	2.40	41.58	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.48	0.62	3.03	0.00
50th-Percentile Queue Length [ft/ln]	12.01	15.43	75.76	0.00
95th-Percentile Queue Length [veh/ln]	0.87	1.11	5.45	0.00
95th-Percentile Queue Length [ft/ln]	21.63	27.78	136.36	0.00

Movement, Approach, & Intersection Results

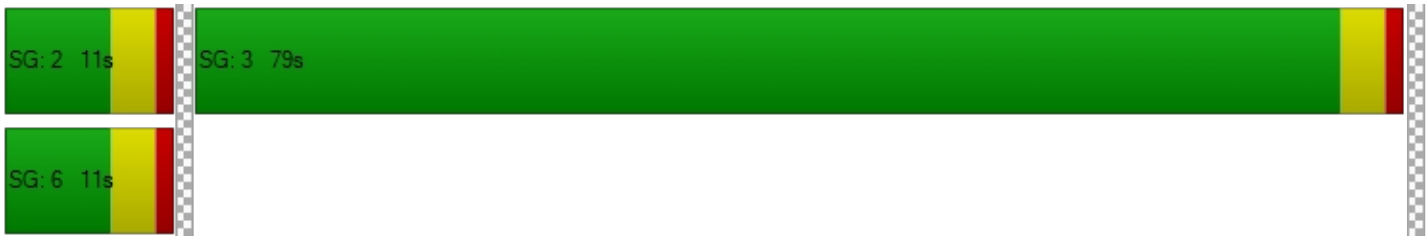
d_M, Delay for Movement [s/veh]	0.00	2.21	2.40	0.00	41.58	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.21		2.40		41.58	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.13					
Intersection LOS	B					
Intersection V/C	0.265					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.049
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.567	4.629	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.320

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	307	812	0	533	142	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	20	234	0	64	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	346	1096	0	630	151	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	91	0	0	166	40	0
Total Analysis Volume [veh/h]	364	0	0	663	159	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	12	70	70
g / C, Green / Cycle	0.14	0.78	0.78
(v / s)_i Volume / Saturation Flow Rate	0.11	0.19	0.09
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	469	2760	1450
d1, Uniform Delay [s]	37.50	2.79	2.48
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.80	0.21	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.24	0.11
d, Delay for Lane Group [s/veh]	40.30	2.99	2.63
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	3.99	1.00	0.46
50th-Percentile Queue Length [ft/ln]	99.66	25.12	11.41
95th-Percentile Queue Length [veh/ln]	7.18	1.81	0.82
95th-Percentile Queue Length [ft/ln]	179.40	45.21	20.54

Movement, Approach, & Intersection Results

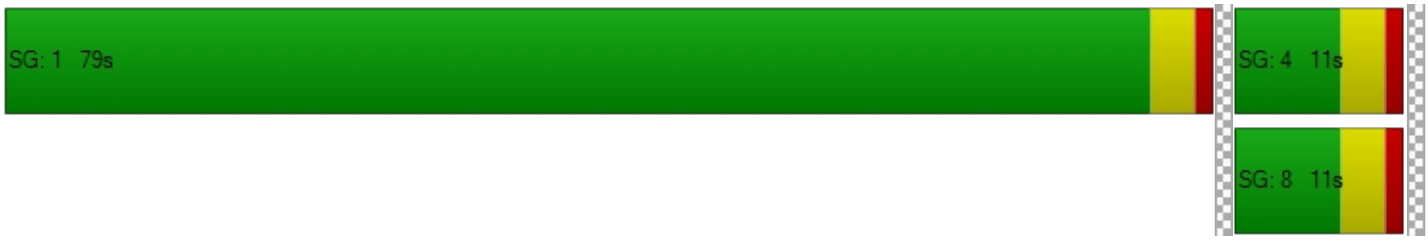
d_M, Delay for Movement [s/veh]	40.30	0.00	0.00	2.99	2.63	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.30		2.99		2.63	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	14.39					
Intersection LOS	B					
Intersection V/C	0.320					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.679	4.395
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SAT_Delay.vistro
Report File: G:\...\SATOYp_Delay.pdf

Scenario 4 Opening Year with Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Right	0.932	44.4	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB U-T	0.917	36.3	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.256	13.2	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.270	10.7	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	44.4
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.932

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	383	262	287	69	590	559	187	653	411	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	237	6	16	0	7	35	32	190	117	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	644	284	321	73	633	628	231	883	553	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	166	73	82	19	163	161	59	227	142	0	0	0
Total Analysis Volume [veh/h]	662	292	330	75	651	646	237	908	568	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.27	0.26	0.21	0.04	0.18	0.23	0.13	0.26	0.36	
s, saturation flow rate [veh/h]	1781	1834	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	491	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	33.09	32.75	30.59	25.30	29.66	7.44	23.26	27.07	30.19	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	41.41	34.15	12.97	0.70	3.96	0.55	0.44	1.08	61.36	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.00	0.97	0.78	0.16	0.68	0.36	0.40	0.77	1.08	
d, Delay for Lane Group [s/veh]	74.50	66.90	43.56	26.01	33.62	7.99	23.70	28.15	91.55	
Lane Group LOS	F	E	D	C	C	A	C	C	F	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	15.26	14.34	7.79	1.25	6.42	2.38	3.61	8.05	19.20	
50th-Percentile Queue Length [ft/ln]	381.48	358.51	194.71	31.29	160.44	59.53	90.15	201.36	480.06	
95th-Percentile Queue Length [veh/ln]	21.68	20.55	12.37	2.25	10.57	4.29	6.49	12.71	27.67	
95th-Percentile Queue Length [ft/ln]	541.89	513.78	309.14	56.32	264.30	107.16	162.26	317.72	691.74	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	72.38	66.90	43.56	26.01	33.62	7.99	23.70	28.15	91.55	0.00	0.00	0.00
Movement LOS	E	E	D	C	C	A	C	C	F			
d_A, Approach Delay [s/veh]	63.73			21.14			48.56			0.00		
Approach LOS	E			C			D			A		
d_I, Intersection Delay [s/veh]	44.40											
Intersection LOS	D											
Intersection V/C	0.932											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.339	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
I_b,int, Bicycle LOS Score for Intersection	3.678	2.692	2.973	4.132
Bicycle LOS	D	B	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	36.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.917

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	3	457	191	0	915	15	9	0	17	36	11	550
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.06	1.06	1.00	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	37	10	0	87	0	0	0	0	4	0	184
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	3	522	213	0	1058	16	10	0	18	42	12	768
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	1	133	54	0	270	4	3	0	5	11	3	196
Total Analysis Volume [veh/h]	10	3	533	218	0	1080	16	10	0	18	43	12	784
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	2	36	36	30	30	46	46	46
g / C, Green / Cycle	0.02	0.40	0.40	0.33	0.33	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.14	0.29	0.29	0.02	0.04	0.49
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1860	1511	1455	1589
c, Capacity [veh/h]	41	1416	632	618	615	830	818	816
d1, Uniform Delay [s]	43.31	19.21	18.93	28.56	28.62	10.84	11.03	21.03
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.39
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	4.42	0.77	1.49	17.12	17.68	0.02	0.03	19.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.32	0.38	0.34	0.89	0.89	0.03	0.07	0.96
d, Delay for Lane Group [s/veh]	47.73	19.98	20.42	45.67	46.30	10.85	11.06	40.68
Lane Group LOS	D	B	C	D	D	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.32	3.75	3.17	13.49	13.60	0.27	0.54	18.82
50th-Percentile Queue Length [ft/ln]	8.09	93.84	79.16	337.32	339.92	6.70	13.43	470.44
95th-Percentile Queue Length [veh/ln]	0.58	6.76	5.70	19.52	19.64	0.48	0.97	25.93
95th-Percentile Queue Length [ft/ln]	14.56	168.91	142.49	487.93	491.11	12.07	24.17	648.29

Movement, Approach, & Intersection Results

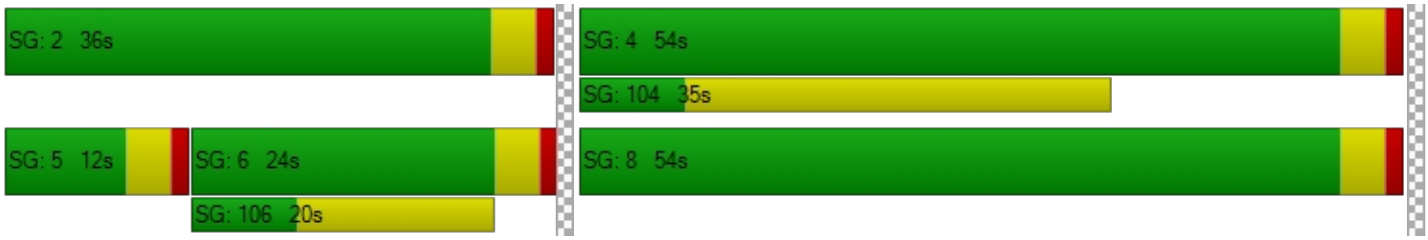
d_M, Delay for Movement [s/veh]	47.73	47.73	19.98	20.42	0.00	45.98	46.30	10.85	10.85	10.85	11.06	11.06	40.68
Movement LOS	D	D	B	C		D	D	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	20.58				45.99			10.85			38.74		
Approach LOS	C				D			B			D		
d_I, Intersection Delay [s/veh]	36.28												
Intersection LOS	D												
Intersection V/C	0.917												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.865	1.743	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.187	2.464	1.606	2.944
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report

Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	13.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.256

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	458	232	0	252	328
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.06	1.06	1.00	1.06	1.06
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	23	14	0	28	12
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	509	260	0	295	360
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	130	67	0	75	0
Total Analysis Volume [veh/h]	0	521	266	0	302	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	10	10
g / C, Green / Cycle	0.79	0.79	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.15	0.14	0.09	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2828	1486	403	185
d1, Uniform Delay [s]	2.22	2.21	38.41	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.14	0.26	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.18	0.18	0.75	0.00
d, Delay for Lane Group [s/veh]	2.37	2.48	41.22	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.53	0.59	3.29	0.00
50th-Percentile Queue Length [ft/ln]	13.34	14.85	82.35	0.00
95th-Percentile Queue Length [veh/ln]	0.96	1.07	5.93	0.00
95th-Percentile Queue Length [ft/ln]	24.02	26.73	148.23	0.00

Movement, Approach, & Intersection Results

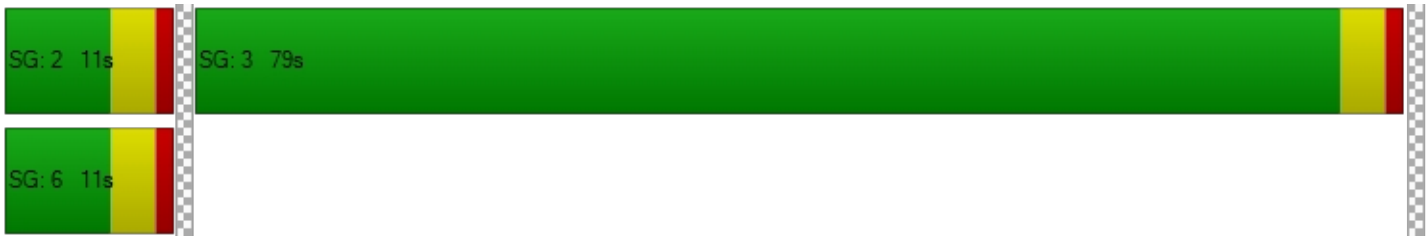
d_M, Delay for Movement [s/veh]	0.00	2.37	2.48	0.00	41.22	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.37		2.48		41.22	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.17					
Intersection LOS	B					
Intersection V/C	0.256					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.562	4.571	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.270

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	181	574	0	498	112	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.06	1.06	1.00	1.06	1.06	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	16	328	0	102	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	937	0	631	119	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	54	0	0	164	31	0
Total Analysis Volume [veh/h]	216	0	0	655	124	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	74	74
g / C, Green / Cycle	0.09	0.82	0.82
(v / s)_i Volume / Saturation Flow Rate	0.06	0.18	0.07
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	310	2924	1536
d1, Uniform Delay [s]	39.74	1.76	1.54
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.82	0.18	0.10
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.22	0.08
d, Delay for Lane Group [s/veh]	42.55	1.94	1.64
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	2.41	0.52	0.19
50th-Percentile Queue Length [ft/ln]	60.25	13.05	4.82
95th-Percentile Queue Length [veh/ln]	4.34	0.94	0.35
95th-Percentile Queue Length [ft/ln]	108.45	23.50	8.68

Movement, Approach, & Intersection Results

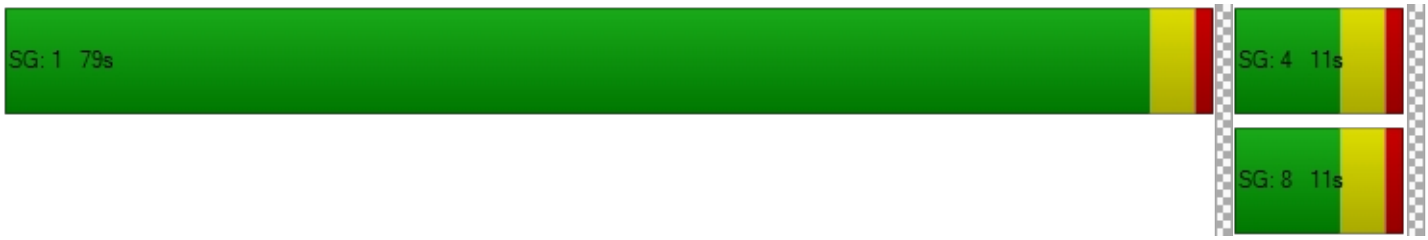
d_M, Delay for Movement [s/veh]	42.55	0.00	0.00	1.94	1.64	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	42.55		1.94		1.64	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	10.72					
Intersection LOS	B					
Intersection V/C	0.270					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.673	4.337
Bicycle LOS	D	E	E

Sequence

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



YEAR 2045 WITHOUT PROJECT

Victoria Boulevard Apartments

Vistro File: G:\...\AMLR_Delay.vistro
Report File: G:\...\AMLR_Delay.pdf

Scenario 1 Year 2045
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Thru	0.954	62.4	E
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.802	23.7	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.223	11.0	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.327	10.0	A

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	62.4
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.954

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	123	72	17	90	182	102	353	89	0	0	0
Total Analysis Volume [veh/h]	452	492	289	69	358	727	410	1414	355	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.25	0.26	0.18	0.04	0.10	0.26	0.23	0.40	0.22	
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	500	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	32.48	32.89	29.62	25.21	26.95	7.73	26.20	30.19	25.97	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.23	0.16	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	30.16	36.26	8.47	0.64	1.13	0.66	3.04	91.18	2.90	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.95	0.98	0.68	0.14	0.38	0.40	0.69	1.20	0.67	
d, Delay for Lane Group [s/veh]	62.64	69.15	38.09	25.85	28.08	8.39	29.24	121.36	28.86	
Lane Group LOS	E	E	D	C	C	A	C	F	C	
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	13.09	15.07	6.31	1.15	3.09	2.79	7.38	26.40	6.33	
50th-Percentile Queue Length [ft/ln]	327.32	376.76	157.67	28.66	77.35	69.74	184.61	660.02	158.32	
95th-Percentile Queue Length [veh/ln]	19.03	21.44	10.43	2.06	5.57	5.02	11.84	38.86	10.46	
95th-Percentile Queue Length [ft/ln]	475.68	535.93	260.63	51.59	139.23	125.53	296.03	971.41	261.50	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	62.64	69.15	38.09	25.85	28.08	8.39	29.24	121.36	28.86	0.00	0.00	0.00
Movement LOS	E	E	D	C	C	A	C	F	C			
d_A, Approach Delay [s/veh]	59.49			15.54			88.96			0.00		
Approach LOS	E			B			F			A		
d_I, Intersection Delay [s/veh]	62.45											
Intersection LOS	E											
Intersection V/C	0.954											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.407	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
l_b,int, Bicycle LOS Score for Intersection	3.594	2.512	3.357	4.132
Bicycle LOS	D	B	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	23.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.802

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	76	128	0	141	12	13	2	9	16	5	148
Total Analysis Volume [veh/h]	8	25	305	512	0	562	47	53	8	38	66	20	593
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	46	46	38	38	36	36	36
g / C, Green / Cycle	0.04	0.51	0.51	0.42	0.42	0.40	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.32	0.16	0.17	0.07	0.06	0.37
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1820	1338	1407	1589
c, Capacity [veh/h]	80	1817	811	788	767	598	634	637
d1, Uniform Delay [s]	41.85	11.80	15.92	18.02	18.12	18.49	17.19	25.79
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.22
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.37	0.20	3.71	1.43	1.54	0.13	0.10	12.20
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.17	0.63	0.39	0.40	0.17	0.14	0.93
d, Delay for Lane Group [s/veh]	45.22	12.00	19.63	19.45	19.65	18.62	17.29	37.99
Lane Group LOS	D	B	B	B	B	B	B	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.76	1.50	7.39	4.44	4.48	1.42	1.13	13.61
50th-Percentile Queue Length [ft/ln]	18.97	37.43	184.69	111.02	111.92	35.40	28.17	340.21
95th-Percentile Queue Length [veh/ln]	1.37	2.69	11.85	7.90	7.95	2.55	2.03	19.66
95th-Percentile Queue Length [ft/ln]	34.14	67.37	296.13	197.42	198.67	63.72	50.71	491.46

Movement, Approach, & Intersection Results

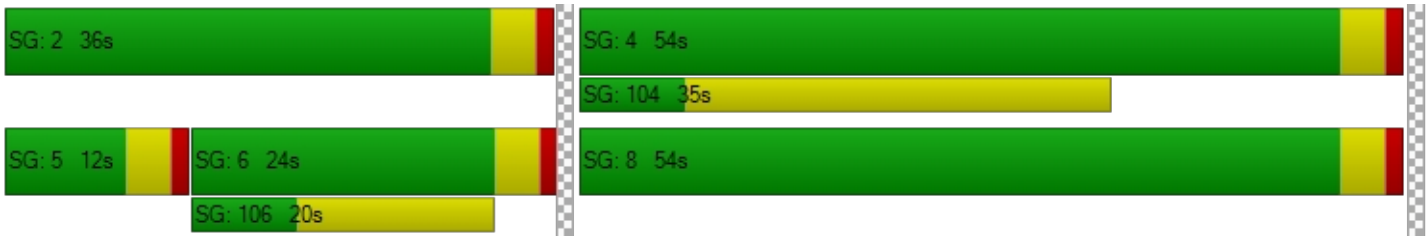
d_M, Delay for Movement [s/veh]	45.22	45.22	12.00	19.63	0.00	19.55	19.65	18.62	18.62	18.62	17.29	17.29	37.99
Movement LOS	D	D	B	B		B	B	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	17.88				19.55			18.62			35.37		
Approach LOS	B				B			B			D		
d_I, Intersection Delay [s/veh]	23.68												
Intersection LOS	C												
Intersection V/C	0.802												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.730	1.807	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.240	2.062	1.723	2.680
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	11.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.223

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	484	203	0	199	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	484	203	0	199	324
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	127	53	0	52	0
Total Analysis Volume [veh/h]	0	509	213	0	209	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	74	74	8	8
g / C, Green / Cycle	0.83	0.83	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.14	0.11	0.06	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2937	1542	298	137
d1, Uniform Delay [s]	1.61	1.56	39.95	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.19	2.99	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.14	0.70	0.00
d, Delay for Lane Group [s/veh]	1.74	1.74	42.94	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.29	0.27	2.32	0.00
50th-Percentile Queue Length [ft/ln]	7.29	6.85	57.95	0.00
95th-Percentile Queue Length [veh/ln]	0.53	0.49	4.17	0.00
95th-Percentile Queue Length [ft/ln]	13.13	12.32	104.31	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.74	1.74	0.00	42.94	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.74		1.74		42.94	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	10.99					
Intersection LOS	B					
Intersection V/C	0.223					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.944
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.552	4.484	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report
Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	249	1127	0	677	379	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1127	0	677	379	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	0	0	183	103	0
Total Analysis Volume [veh/h]	270	0	0	734	411	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	72	72
g / C, Green / Cycle	0.11	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.22
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	369	2863	1504
d1, Uniform Delay [s]	38.87	2.17	2.21
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.80	0.22	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.26	0.27
d, Delay for Lane Group [s/veh]	41.66	2.39	2.66
Lane Group LOS	D	A	A
Critical Lane Group	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.99	0.80	1.00
50th-Percentile Queue Length [ft/ln]	74.72	20.02	25.05
95th-Percentile Queue Length [veh/ln]	5.38	1.44	1.80
95th-Percentile Queue Length [ft/ln]	134.49	36.03	45.09

Movement, Approach, & Intersection Results

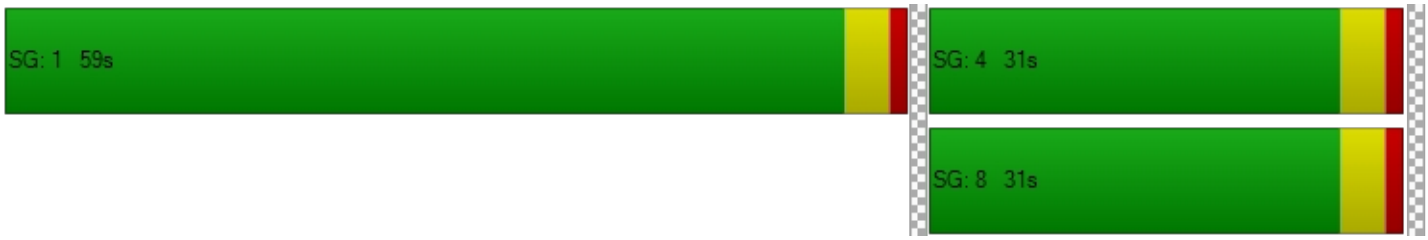
d_M, Delay for Movement [s/veh]	41.66	0.00	0.00	2.39	2.66	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	41.66		2.39		2.66	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	9.96					
Intersection LOS	A					
Intersection V/C	0.327					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.738	4.811
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\PMLR_Delay.vistro
Report File: G:\...\PMLR_Delay.pdf

Scenario 1 Year 2045
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	0.987	48.2	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.854	30.2	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.272	11.7	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.508	15.8	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	48.2
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.987

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	111	99	47	226	248	79	263	119	0	0	0
Total Analysis Volume [veh/h]	628	446	397	188	904	991	316	1050	477	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.30	0.29	0.25	0.11	0.25	0.35	0.18	0.29	0.30	
s, saturation flow rate [veh/h]	1781	1854	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	479	499	428	479	958	1807	586	1171	523	
d1, Uniform Delay [s]	33.02	33.02	32.17	26.98	32.35	8.93	24.74	28.86	29.08	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.38	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	78.28	62.23	28.73	2.40	18.23	1.20	0.78	2.72	18.56	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.12	1.08	0.93	0.39	0.94	0.55	0.54	0.90	0.91	
d, Delay for Lane Group [s/veh]	111.31	95.25	60.90	29.39	50.57	10.13	25.52	31.59	47.64	
Lane Group LOS	F	F	E	C	D	B	C	C	D	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	20.25	18.86	11.34	3.42	11.36	4.43	5.12	10.13	11.56	
50th-Percentile Queue Length [ft/ln]	506.26	471.46	283.54	85.52	284.10	110.63	128.10	253.19	289.00	
95th-Percentile Queue Length [veh/ln]	29.53	27.14	16.86	6.16	16.89	7.88	8.84	15.35	17.14	
95th-Percentile Queue Length [ft/ln]	738.15	678.59	421.61	153.94	422.31	196.88	220.90	383.67	428.40	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	108.98	95.25	60.90	29.39	50.57	10.13	25.52	31.59	47.64	0.00	0.00	0.00
Movement LOS	F	F	E	C	D	B	C	C	D			
d_A, Approach Delay [s/veh]	91.84			29.42			34.70			0.00		
Approach LOS	F			C			C			A		
d_I, Intersection Delay [s/veh]	48.24											
Intersection LOS	D											
Intersection V/C	0.987											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.428	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
l_b,int, Bicycle LOS Score for Intersection	3.987	3.278	3.080	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	30.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.854

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	114	97	0	246	5	9	2	9	24	3	180
Total Analysis Volume [veh/h]	11	20	454	389	0	984	20	35	6	35	98	12	719
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	39	39	31	31	43	43	43
g / C, Green / Cycle	0.04	0.43	0.43	0.35	0.35	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.24	0.27	0.27	0.06	0.08	0.45
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1857	1349	1339	1589
c, Capacity [veh/h]	77	1545	690	648	643	702	714	758
d1, Uniform Delay [s]	41.95	16.53	19.10	26.29	26.36	13.02	13.58	22.47
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.33
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	0.48	3.32	8.81	9.11	0.07	0.10	16.67
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.29	0.56	0.77	0.78	0.11	0.15	0.95
d, Delay for Lane Group [s/veh]	45.33	17.02	22.42	35.10	35.47	13.09	13.67	39.14
Lane Group LOS	D	B	C	D	D	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	2.86	6.09	10.65	10.72	0.82	1.26	16.89
50th-Percentile Queue Length [ft/ln]	17.87	71.46	152.22	266.35	268.01	20.58	31.48	422.35
95th-Percentile Queue Length [veh/ln]	1.29	5.14	10.14	16.01	16.09	1.48	2.27	23.63
95th-Percentile Queue Length [ft/ln]	32.17	128.62	253.39	400.17	402.25	37.05	56.67	590.87

Movement, Approach, & Intersection Results

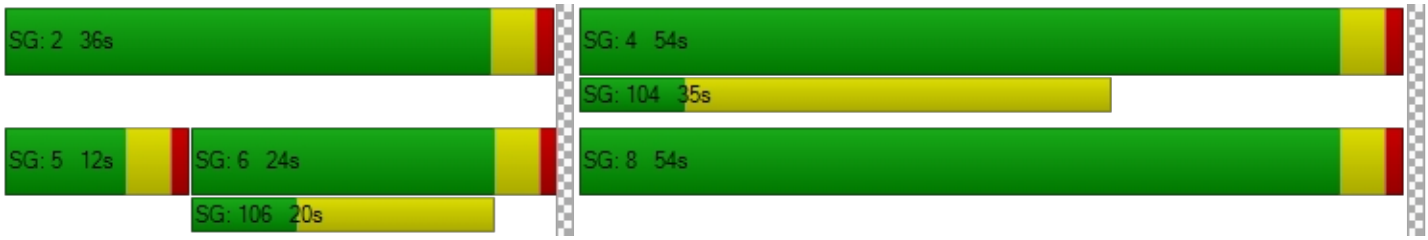
d_M, Delay for Movement [s/veh]	45.33	45.33	17.02	22.42	0.00	35.28	35.47	13.09	13.09	13.09	13.67	13.67	39.14
Movement LOS	D	D	B	C		D	D	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	20.42				35.28			13.09			35.76		
Approach LOS	C				D			B			D		
d_I, Intersection Delay [s/veh]	30.15												
Intersection LOS	C												
Intersection V/C	0.854												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.852	1.777	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.264	2.388	1.685	2.927
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.272

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	544	307	0	269	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	544	307	0	269	336
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	139	78	0	69	0
Total Analysis Volume [veh/h]	0	556	314	0	275	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	10	10
g / C, Green / Cycle	0.80	0.80	0.11	0.11
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.08	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2858	1501	374	172
d1, Uniform Delay [s]	2.07	2.10	38.80	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.32	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.21	0.73	0.00
d, Delay for Lane Group [s/veh]	2.22	2.42	41.61	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.51	0.64	3.01	0.00
50th-Percentile Queue Length [ft/ln]	12.67	16.09	75.23	0.00
95th-Percentile Queue Length [veh/ln]	0.91	1.16	5.42	0.00
95th-Percentile Queue Length [ft/ln]	22.81	28.97	135.41	0.00

Movement, Approach, & Intersection Results

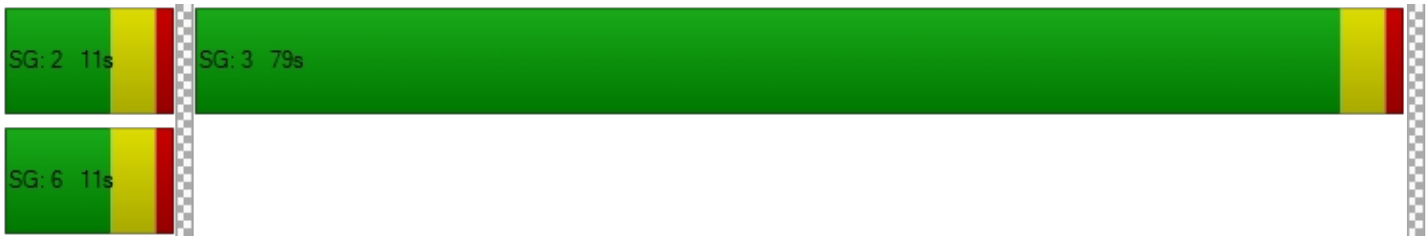
d_M, Delay for Movement [s/veh]	0.00	2.22	2.42	0.00	41.61	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.22		2.42		41.61	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.74					
Intersection LOS	B					
Intersection V/C	0.272					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.048
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.591	4.651	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	559	1206	0	988	181	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	559	1206	0	988	181	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	147	0	0	260	48	0
Total Analysis Volume [veh/h]	589	0	0	1040	191	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	63	63
g / C, Green / Cycle	0.20	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.17	0.29	0.10
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	705	2516	1322
d1, Uniform Delay [s]	34.24	5.44	4.29
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.69	0.50	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.41	0.14
d, Delay for Lane Group [s/veh]	36.93	5.95	4.52
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.28	3.11	0.93
50th-Percentile Queue Length [ft/ln]	157.10	77.68	23.33
95th-Percentile Queue Length [veh/ln]	10.40	5.59	1.68
95th-Percentile Queue Length [ft/ln]	259.88	139.83	42.00

Movement, Approach, & Intersection Results

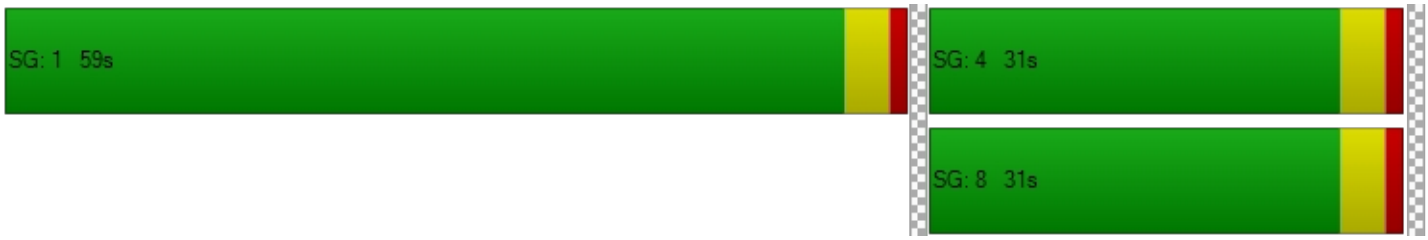
d_M, Delay for Movement [s/veh]	36.93	0.00	0.00	5.95	4.52	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	36.93		5.95		4.52	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	15.82					
Intersection LOS	B					
Intersection V/C	0.508					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.990	4.448
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SATLR_Delay.vistro
Report File: G:\...\SATLR_Delay.pdf

Scenario 1 Year 2045
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	1.048	56.6	E
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.887	32.6	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.264	12.9	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.420	12.7	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	56.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.048

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	109	76	21	210	168	83	232	145	0	0	0
Total Analysis Volume [veh/h]	656	438	303	84	839	670	331	929	582	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.31	0.30	0.19	0.05	0.24	0.24	0.19	0.26	0.37	
s, saturation flow rate [veh/h]	1781	1852	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	496	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	33.09	33.09	29.95	25.44	31.71	7.52	24.77	27.29	30.19	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	88.47	71.85	9.74	0.81	11.47	0.58	0.98	1.19	70.42	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.15	1.10	0.71	0.18	0.88	0.37	0.56	0.79	1.10	
d, Delay for Lane Group [s/veh]	121.57	104.94	39.69	26.24	43.18	8.11	25.75	28.48	100.61	
Lane Group LOS	F	F	D	C	D	A	C	C	F	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	21.49	20.05	6.77	1.41	9.64	2.50	5.42	8.32	20.53	
50th-Percentile Queue Length [ft/ln]	537.25	501.35	169.37	35.27	240.94	62.47	135.42	207.99	513.24	
95th-Percentile Queue Length [veh/ln]	31.49	29.04	11.04	2.54	14.73	4.50	9.23	13.05	29.76	
95th-Percentile Queue Length [ft/ln]	787.35	726.05	276.08	63.49	368.22	112.45	230.84	326.26	743.93	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	118.80	104.94	39.69	26.24	43.18	8.11	25.75	28.48	100.61	0.00	0.00	0.00
Movement LOS	F	F	D	C	D	A	C	C	F			
d_A, Approach Delay [s/veh]	97.30			27.53			50.78			0.00		
Approach LOS	F			C			D			A		
d_I, Intersection Delay [s/veh]	56.56											
Intersection LOS	E											
Intersection V/C	1.048											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.368	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
I_b,int, Bicycle LOS Score for Intersection	3.865	2.874	3.079	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	32.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.887

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	130	92	0	268	7	7	0	5	11	3	182
Total Analysis Volume [veh/h]	9	14	520	367	0	1072	29	28	0	19	45	13	729
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	39	39	32	32	43	43	43
g / C, Green / Cycle	0.03	0.43	0.43	0.35	0.35	0.48	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.01	0.15	0.23	0.29	0.30	0.03	0.04	0.46
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1853	1384	1479	1589
c, Capacity [veh/h]	63	1527	682	653	647	731	784	767
d1, Uniform Delay [s]	42.45	17.19	19.09	27.02	27.13	12.45	12.50	22.30
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.34
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.54	0.61	3.03	12.56	13.25	0.04	0.04	17.31
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.34	0.54	0.84	0.85	0.06	0.07	0.95
d, Delay for Lane Group [s/veh]	45.99	17.80	22.13	39.58	40.37	12.49	12.54	39.60
Lane Group LOS	D	B	C	D	D	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	3.39	5.69	12.53	12.68	0.49	0.61	17.24
50th-Percentile Queue Length [ft/ln]	13.53	84.77	142.17	313.35	316.91	12.34	15.35	431.01
95th-Percentile Queue Length [veh/ln]	0.97	6.10	9.60	18.34	18.52	0.89	1.11	24.05
95th-Percentile Queue Length [ft/ln]	24.35	152.58	239.94	458.50	462.88	22.21	27.63	601.25

Movement, Approach, & Intersection Results

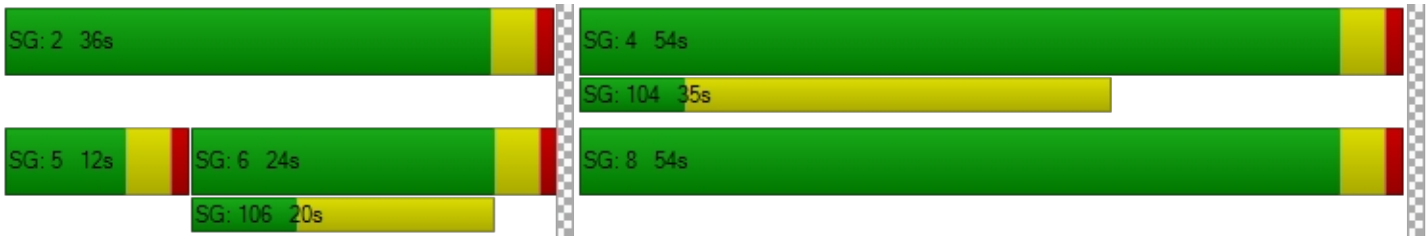
d_M, Delay for Movement [s/veh]	45.99	45.99	17.80	22.13	0.00	39.97	40.37	12.49	12.49	12.49	12.54	12.54	39.60
Movement LOS	D	D	B	C		D	D	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	20.26				39.98			12.49			37.61		
Approach LOS	C				D			B			D		
d_I, Intersection Delay [s/veh]	32.56												
Intersection LOS	C												
Intersection V/C	0.887												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.880	1.765	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.299	2.468	1.637	2.858
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.264

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	535	264	0	294	382
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	535	264	0	294	382
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	137	68	0	75	0
Total Analysis Volume [veh/h]	0	548	270	0	301	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	10	10
g / C, Green / Cycle	0.79	0.79	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.15	0.14	0.09	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2830	1486	402	185
d1, Uniform Delay [s]	2.24	2.21	38.42	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.15	0.27	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.18	0.75	0.00
d, Delay for Lane Group [s/veh]	2.39	2.48	41.24	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.56	0.60	3.28	0.00
50th-Percentile Queue Length [ft/ln]	14.10	15.05	82.09	0.00
95th-Percentile Queue Length [veh/ln]	1.02	1.08	5.91	0.00
95th-Percentile Queue Length [ft/ln]	25.38	27.10	147.76	0.00

Movement, Approach, & Intersection Results

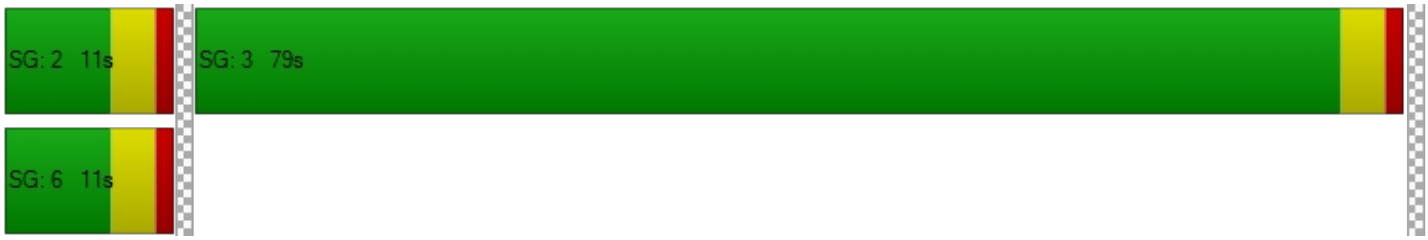
d_M, Delay for Movement [s/veh]	0.00	2.39	2.48	0.00	41.24	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.39		2.48		41.24	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.86					
Intersection LOS	B					
Intersection V/C	0.264					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.058
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
I_b,int, Bicycle LOS Score for Intersection	4.585	4.578	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	362	1052	0	940	140	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	1052	0	940	140	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	0	0	244	36	0
Total Analysis Volume [veh/h]	376	0	0	976	145	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	59	0	0	31	31	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	69	69
g / C, Green / Cycle	0.14	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.11	0.27	0.08
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	482	2747	1443
d1, Uniform Delay [s]	37.33	3.23	2.54
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.79	0.36	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.36	0.10
d, Delay for Lane Group [s/veh]	40.13	3.59	2.68
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.11	1.73	0.43
50th-Percentile Queue Length [ft/ln]	102.82	43.18	10.69
95th-Percentile Queue Length [veh/ln]	7.40	3.11	0.77
95th-Percentile Queue Length [ft/ln]	185.07	77.72	19.24

Movement, Approach, & Intersection Results

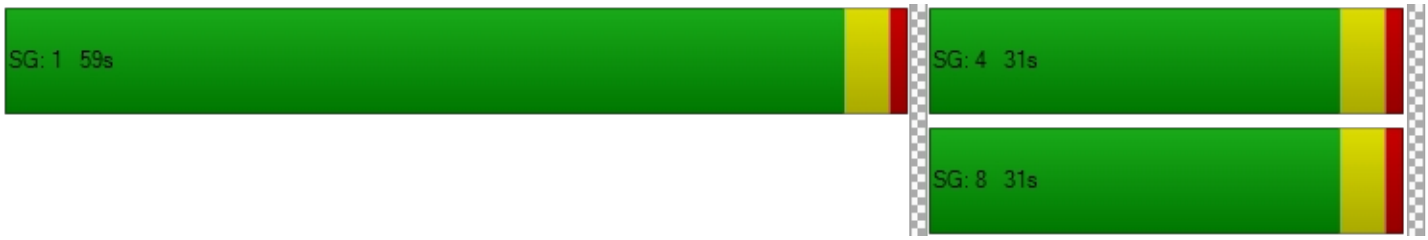
d_M, Delay for Movement [s/veh]	40.13	0.00	0.00	3.59	2.68	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.13		3.59		2.68	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.68					
Intersection LOS	B					
Intersection V/C	0.420					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.938	4.372
Bicycle LOS	D	E	E

Sequence

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



YEAR 2045 WITH PROJECT

Victoria Boulevard Apartments

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Report File: G:\...\AMLRp_Delay.pdf

Scenario 2 Year 2045 With Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	EB Thru	0.962	64.0	E
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	NB Left	0.812	24.2	C
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.226	11.2	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.327	10.0	A

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	64.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.962

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	45	0	3	0	0	0	3	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	469	314	64	336	676	381	1314	333	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	126	84	17	90	182	102	353	90	0	0	0
Total Analysis Volume [veh/h]	465	505	338	69	361	727	410	1414	358	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.26	0.27	0.21	0.04	0.10	0.26	0.23	0.40	0.23	
s, saturation flow rate [veh/h]	1781	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	500	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	32.80	33.09	30.78	25.21	26.97	7.73	26.20	30.19	26.03	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.23	0.16	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	35.59	42.50	14.19	0.64	1.15	0.66	3.04	91.18	3.03	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.98	1.01	0.79	0.14	0.38	0.40	0.69	1.20	0.68	
d, Delay for Lane Group [s/veh]	68.39	75.59	44.97	25.85	28.12	8.39	29.24	121.36	29.06	
Lane Group LOS	E	F	D	C	C	A	C	F	C	
Critical Lane Group	No	Yes	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	14.17	16.17	8.12	1.15	3.12	2.79	7.38	26.40	6.42	
50th-Percentile Queue Length [ft/ln]	354.14	404.34	203.12	28.66	78.09	69.74	184.61	660.02	160.42	
95th-Percentile Queue Length [veh/ln]	20.34	22.90	12.80	2.06	5.62	5.02	11.84	38.86	10.57	
95th-Percentile Queue Length [ft/ln]	508.45	572.39	319.99	51.59	140.56	125.53	296.03	971.41	264.27	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	68.39	75.59	44.97	25.85	28.12	8.39	29.24	121.36	29.06	0.00	0.00	0.00
Movement LOS	E	F	D	C	C	A	C	F	C			
d_A, Approach Delay [s/veh]	65.12			15.59			88.91			0.00		
Approach LOS	E			B			F			A		
d_I, Intersection Delay [s/veh]	63.96											
Intersection LOS	E											
Intersection V/C	0.962											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.410	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
l_b,int, Bicycle LOS Score for Intersection	3.718	2.514	3.360	4.132
Bicycle LOS	D	B	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.812

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	8	24	292	491	0	539	45	51	8	36	63	19	568
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	9	0	0	42	0	0	0	0	0	0	14
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	8	24	301	491	0	581	45	51	8	36	63	19	582
Peak Hour Factor	0.958	0.958	0.958	0.958	1.0000	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586	0.9586
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	6	78	128	0	152	12	13	2	9	16	5	152
Total Analysis Volume [veh/h]	8	25	314	512	0	606	47	53	8	38	66	20	607
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	45	45	37	37	37	37	37
g / C, Green / Cycle	0.04	0.50	0.50	0.41	0.41	0.41	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.02	0.09	0.32	0.17	0.18	0.07	0.06	0.38
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1824	1343	1408	1589
c, Capacity [veh/h]	80	1787	798	771	752	611	647	651
d1, Uniform Delay [s]	41.85	12.25	16.48	18.83	18.93	17.94	16.70	25.41
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.23
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.37	0.21	3.95	1.70	1.82	0.12	0.09	12.71
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.41	0.18	0.64	0.42	0.43	0.16	0.13	0.93
d, Delay for Lane Group [s/veh]	45.22	12.47	20.43	20.53	20.75	18.07	16.79	38.12
Lane Group LOS	D	B	C	C	C	B	B	D
Critical Lane Group	No	No	Yes	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.76	1.58	7.59	4.94	4.98	1.39	1.11	13.97
50th-Percentile Queue Length [ft/ln]	18.97	39.60	189.72	123.46	124.48	34.79	27.66	349.33
95th-Percentile Queue Length [veh/ln]	1.37	2.85	12.11	8.58	8.64	2.50	1.99	20.10
95th-Percentile Queue Length [ft/ln]	34.14	71.27	302.66	214.57	215.97	62.62	49.79	502.59

Movement, Approach, & Intersection Results

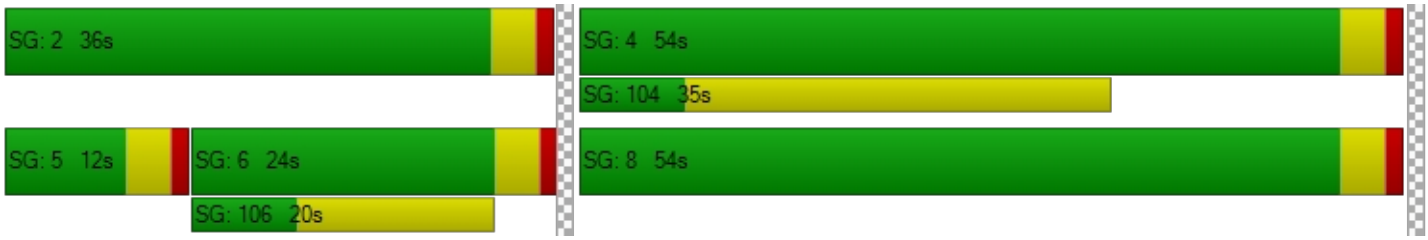
d_M, Delay for Movement [s/veh]	45.22	45.22	12.47	20.43	0.00	20.63	20.75	18.07	18.07	18.07	16.79	16.79	38.12
Movement LOS	D	D	B	C		C	C	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	18.47				20.64			18.07			35.48		
Approach LOS	B				C			B			D		
d_I, Intersection Delay [s/veh]	24.18												
Intersection LOS	C												
Intersection V/C	0.812												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.745	1.807	0.000
Crosswalk LOS	F	B	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.248	2.098	1.723	2.703
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.226

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	484	203	0	199	324
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	5	0	8	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	485	208	0	207	324
Peak Hour Factor	1.0000	0.9511	0.9511	1.0000	0.9511	0.9511
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	127	55	0	54	0
Total Analysis Volume [veh/h]	0	510	219	0	218	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	63	63	0	27	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	74	74	8	8
g / C, Green / Cycle	0.82	0.82	0.09	0.09
(v / s)_i Volume / Saturation Flow Rate	0.14	0.12	0.06	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2927	1537	308	141
d1, Uniform Delay [s]	1.66	1.61	39.82	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.13	0.19	3.00	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.14	0.71	0.00
d, Delay for Lane Group [s/veh]	1.79	1.81	42.82	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.31	0.30	2.42	0.00
50th-Percentile Queue Length [ft/ln]	7.84	7.51	60.38	0.00
95th-Percentile Queue Length [veh/ln]	0.56	0.54	4.35	0.00
95th-Percentile Queue Length [ft/ln]	14.11	13.52	108.68	0.00

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	1.79	1.81	0.00	42.82	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	1.79		1.81		42.82	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	11.24					
Intersection LOS	B					
Intersection V/C	0.226					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	59.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	5.34
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.947
Crosswalk LOS	F	F	A
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.553	4.494	4.132
Bicycle LOS	E	E	D

Sequence

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

Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.327

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	249	1127	0	677	379	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	12	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	1139	0	677	379	0
Peak Hour Factor	0.9228	0.9228	1.0000	0.9228	0.9228	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	67	0	0	183	103	0
Total Analysis Volume [veh/h]	270	0	0	734	411	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	49	0	0	41	41	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	10	72	72
g / C, Green / Cycle	0.11	0.80	0.80
(v / s)_i Volume / Saturation Flow Rate	0.08	0.21	0.22
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	369	2863	1504
d1, Uniform Delay [s]	38.87	2.17	2.21
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.81	0.22	0.45
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.73	0.26	0.27
d, Delay for Lane Group [s/veh]	41.68	2.38	2.66
Lane Group LOS	D	A	A
Critical Lane Group	Yes	No	Yes
50th-Percentile Queue Length [veh/ln]	2.99	0.80	1.00
50th-Percentile Queue Length [ft/ln]	74.74	19.99	25.02
95th-Percentile Queue Length [veh/ln]	5.38	1.44	1.80
95th-Percentile Queue Length [ft/ln]	134.53	35.99	45.04

Movement, Approach, & Intersection Results

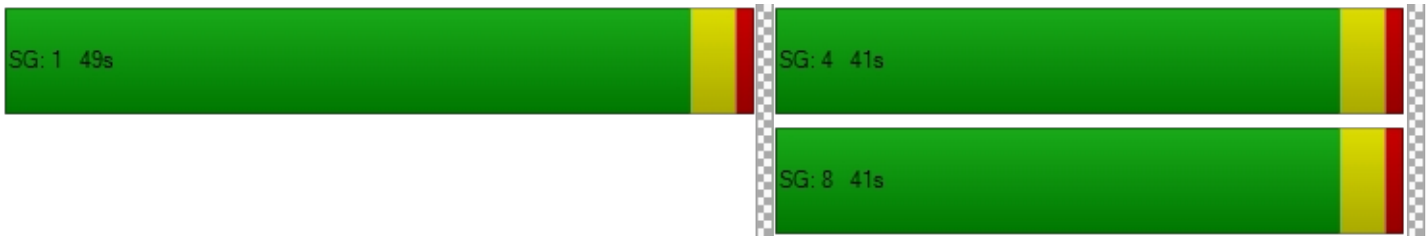
d_M, Delay for Movement [s/veh]	41.68	0.00	0.00	2.38	2.66	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	41.68		2.38		2.66	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	9.96					
Intersection LOS	A					
Intersection V/C	0.327					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.738	4.811
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\PMLR_Delay.vistro
Report File: G:\...\PMLRp_Delay.pdf

Scenario 2 Year 2045 With Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	1.007	51.7	D
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	SB Right	0.905	35.5	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.282	12.3	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.508	15.8	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	51.7
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.007

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	114	106	47	229	248	79	263	123	0	0	0
Total Analysis Volume [veh/h]	636	454	423	188	918	991	316	1050	491	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	32	0	0	38	38	0	20	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.31	0.29	0.27	0.11	0.26	0.35	0.18	0.29	0.31	
s, saturation flow rate [veh/h]	1781	1854	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	478	498	427	478	956	1809	589	1177	525	
d1, Uniform Delay [s]	33.06	33.06	32.96	27.04	32.59	8.89	24.63	28.73	29.31	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.11	0.11	0.40	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	85.68	68.71	41.55	2.42	21.04	1.20	0.77	2.60	22.31	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.14	1.10	0.99	0.39	0.96	0.55	0.54	0.89	0.93	
d, Delay for Lane Group [s/veh]	118.74	101.77	74.51	29.46	53.63	10.08	25.39	31.33	51.62	
Lane Group LOS	F	F	E	C	D	B	C	C	D	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	21.18	19.71	13.57	3.43	11.93	4.41	5.11	10.08	12.46	
50th-Percentile Queue Length [ft/ln]	529.43	492.64	339.29	85.68	298.27	110.17	127.63	251.89	311.59	
95th-Percentile Queue Length [veh/ln]	30.99	28.48	19.61	6.17	17.60	7.85	8.81	15.28	18.25	
95th-Percentile Queue Length [ft/ln]	774.77	711.96	490.33	154.23	439.89	196.24	220.26	382.04	456.34	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	116.31	101.77	74.51	29.46	53.63	10.08	25.39	31.33	51.62	0.00	0.00	0.00
Movement LOS	F	F	E	C	D	B	C	C	D			
d_A, Approach Delay [s/veh]	100.26			30.88			35.68			0.00		
Approach LOS	F			C			D			A		
d_I, Intersection Delay [s/veh]	51.72											
Intersection LOS	D											
Intersection V/C	1.007											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.433	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	622	756	356	0
d_b, Bicycle Delay [s]	21.36	17.42	30.42	45.00
l_b,int, Bicycle LOS Score for Intersection	4.056	3.290	3.092	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	35.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.905

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	11	20	447	383	0	968	20	34	6	34	96	12	707
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	31	0	0	27	0	0	0	0	0	0	58
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	11	20	478	383	0	995	20	34	6	34	96	12	765
Peak Hour Factor	0.983	0.983	0.983	0.983	1.0000	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836	0.9836
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	5	121	97	0	253	5	9	2	9	24	3	194
Total Analysis Volume [veh/h]	11	20	486	389	0	1012	20	35	6	35	98	12	778
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	4	36	36	28	28	46	46	46
g / C, Green / Cycle	0.04	0.40	0.40	0.31	0.31	0.51	0.51	0.51
(v / s)_i Volume / Saturation Flow Rate	0.02	0.14	0.24	0.28	0.28	0.06	0.08	0.49
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1857	1369	1345	1589
c, Capacity [veh/h]	77	1425	636	585	581	757	763	812
d1, Uniform Delay [s]	41.95	18.75	21.43	29.37	29.44	11.40	11.88	21.11
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.38
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.38	0.65	4.34	17.36	18.11	0.06	0.09	19.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.40	0.34	0.61	0.88	0.89	0.10	0.14	0.96
d, Delay for Lane Group [s/veh]	45.33	19.40	25.77	46.73	47.55	11.46	11.96	40.28
Lane Group LOS	D	B	C	D	D	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.71	3.34	6.65	12.84	12.97	0.76	1.15	18.57
50th-Percentile Queue Length [ft/ln]	17.87	83.62	166.33	320.97	324.15	18.89	28.87	464.36
95th-Percentile Queue Length [veh/ln]	1.29	6.02	10.88	18.72	18.87	1.36	2.08	25.64
95th-Percentile Queue Length [ft/ln]	32.17	150.52	272.08	467.88	471.79	34.00	51.96	641.06

Movement, Approach, & Intersection Results

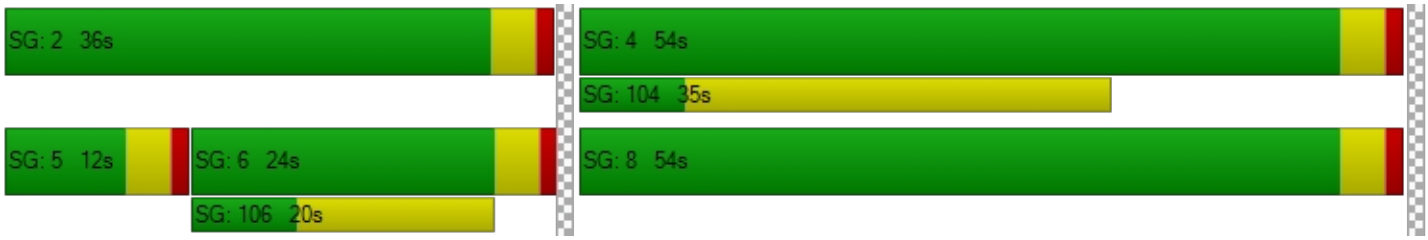
d_M, Delay for Movement [s/veh]	45.33	45.33	19.40	25.77	0.00	47.13	47.55	11.46	11.46	11.46	11.96	11.96	40.28
Movement LOS	D	D	B	C		D	D	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	23.02				47.14			11.46			36.77		
Approach LOS	C				D			B			D		
d_I, Intersection Delay [s/veh]	35.50												
Intersection LOS	D												
Intersection V/C	0.905												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.879	1.777	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
l_b,int, Bicycle LOS Score for Intersection	2.291	2.411	1.685	3.025
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	12.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.282

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	544	307	0	269	336
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	4	0	25	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	550	311	0	294	336
Peak Hour Factor	1.0000	0.9786	0.9786	1.0000	0.9786	0.9786
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	141	79	0	75	0
Total Analysis Volume [veh/h]	0	562	318	0	300	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	72	72	10	10
g / C, Green / Cycle	0.80	0.80	0.12	0.12
(v / s)_i Volume / Saturation Flow Rate	0.16	0.17	0.09	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2831	1487	401	184
d1, Uniform Delay [s]	2.24	2.27	38.44	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	0.33	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.21	0.75	0.00
d, Delay for Lane Group [s/veh]	2.40	2.60	41.25	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	No	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	0.58	0.73	3.27	0.00
50th-Percentile Queue Length [ft/ln]	14.47	18.23	81.83	0.00
95th-Percentile Queue Length [veh/ln]	1.04	1.31	5.89	0.00
95th-Percentile Queue Length [ft/ln]	26.04	32.82	147.29	0.00

Movement, Approach, & Intersection Results

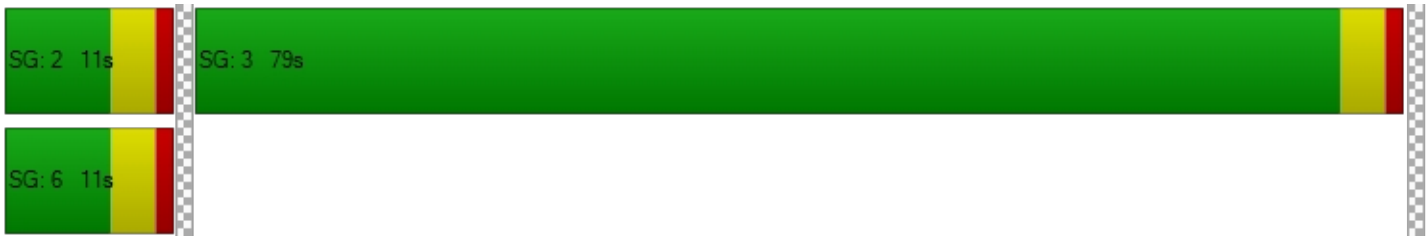
d_M, Delay for Movement [s/veh]	0.00	2.40	2.60	0.00	41.25	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.40		2.60		41.25	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	12.33					
Intersection LOS	B					
Intersection V/C	0.282					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.057
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.596	4.657	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	15.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	559	1206	0	988	181	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	45	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	559	1251	0	988	181	0
Peak Hour Factor	0.9498	0.9498	1.0000	0.9498	0.9498	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	147	0	0	260	48	0
Total Analysis Volume [veh/h]	589	0	0	1040	191	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	18	63	63
g / C, Green / Cycle	0.21	0.71	0.71
(v / s)_i Volume / Saturation Flow Rate	0.17	0.29	0.10
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	708	2515	1321
d1, Uniform Delay [s]	34.25	5.47	4.31
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.64	0.50	0.23
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.83	0.41	0.14
d, Delay for Lane Group [s/veh]	36.88	5.98	4.54
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	6.28	3.12	0.94
50th-Percentile Queue Length [ft/ln]	157.06	77.98	23.42
95th-Percentile Queue Length [veh/ln]	10.39	5.61	1.69
95th-Percentile Queue Length [ft/ln]	259.82	140.37	42.16

Movement, Approach, & Intersection Results

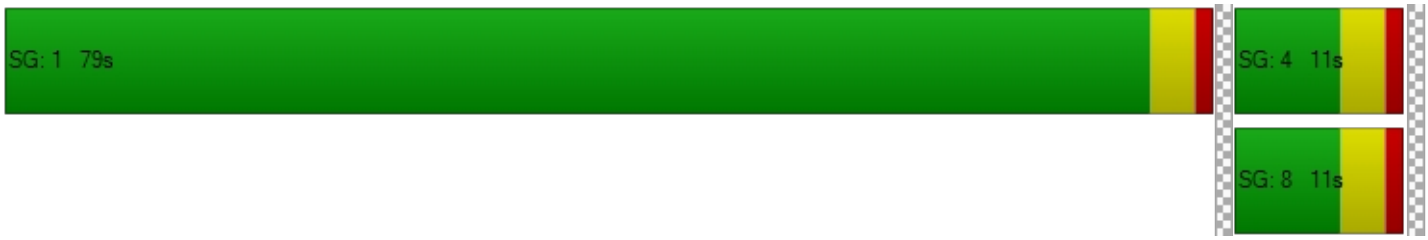
d_M, Delay for Movement [s/veh]	36.88	0.00	0.00	5.98	4.54	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	36.88		5.98		4.54	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	15.83					
Intersection LOS	B					
Intersection V/C	0.508					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.990	4.448
Bicycle LOS	D	E	E

Sequence

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



Victoria Boulevard Apartments

Vistro File: G:\...\SATLR_Delay.vistro
Report File: G:\...\SATLRp_Delay.pdf

Scenario 2 Year 2045 With Project
4/22/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	1.071	60.7	E
5	Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)	Signalized	HCM 6th Edition	SB Right	0.946	42.8	D
6	Doheny Park Rd (NS) at Pacific Coast Hwy (EW)	Signalized	HCM 6th Edition	EB Left	0.276	13.5	B
11	Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)	Signalized	HCM 6th Edition	SB Left	0.420	12.7	B

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	60.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	1.071

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	113	86	21	213	168	83	232	149	0	0	0
Total Analysis Volume [veh/h]	668	450	344	84	853	670	331	929	596	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Split	Overlap	Split	Split	Split	Permiss	Permiss	Permiss
Signal group	0	2	0	0	6	6	0	8	0	0	0	0
Auxiliary Signal Groups						6,8						
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	7	0	7	0	0	0	0
Maximum Green [s]	0	30	0	0	30	30	0	30	0	0	0	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	1.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	20	0	0	38	38	0	32	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	3.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	0	0	0	7	7	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	27	27	0	0	0	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No	No		No				
Maximum Recall		No			No	No		No				
Pedestrian Recall		No			No	No		No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	2.00	
g_i, Effective Green Time [s]	24	24	24	24	24	58	30	30	30	
g / C, Green / Cycle	0.27	0.27	0.27	0.27	0.27	0.64	0.33	0.33	0.33	
(v / s)_i Volume / Saturation Flow Rate	0.31	0.30	0.22	0.05	0.24	0.24	0.19	0.26	0.37	
s, saturation flow rate [veh/h]	1781	1852	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	477	496	425	477	953	1811	591	1182	528	
d1, Uniform Delay [s]	33.09	33.09	30.93	25.44	31.87	7.52	24.77	27.29	30.19	
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.13	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	98.08	80.44	15.20	0.81	12.71	0.58	0.98	1.19	79.99	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	1.17	1.13	0.81	0.18	0.90	0.37	0.56	0.79	1.13	
d, Delay for Lane Group [s/veh]	131.17	113.53	46.13	26.24	44.58	8.11	25.75	28.48	110.18	
Lane Group LOS	F	F	D	C	D	A	C	C	F	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	22.76	21.24	8.39	1.41	9.98	2.50	5.42	8.32	21.93	
50th-Percentile Queue Length [ft/ln]	569.05	531.02	209.77	35.27	249.49	62.47	135.42	207.99	548.32	
95th-Percentile Queue Length [veh/ln]	33.49	30.89	13.14	2.54	15.16	4.50	9.23	13.05	31.97	
95th-Percentile Queue Length [ft/ln]	837.33	772.34	328.53	63.49	379.01	112.45	230.84	326.26	799.15	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	128.29	113.53	46.13	26.24	44.58	8.11	25.75	28.48	110.18	0.00	0.00	0.00
Movement LOS	F	F	D	C	D	A	C	C	F			
d_A, Approach Delay [s/veh]	104.42			28.41			54.23			0.00		
Approach LOS	F			C			D			A		
d_I, Intersection Delay [s/veh]	60.70											
Intersection LOS	E											
Intersection V/C	1.071											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.374	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	356	756	622	0
d_b, Bicycle Delay [s]	30.42	17.42	21.36	45.00
I_b,int, Bicycle LOS Score for Intersection	3.972	2.885	3.091	4.132
Bicycle LOS	D	C	C	D

Sequence

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

Intersection Level Of Service Report
Intersection 5: Doheny Park Rd (NS) at NB SR1 Off-Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	42.8
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.946

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Approach	Northbound				Southbound			Eastbound			Westbound		
Lane Configuration													
Turning Movement	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00				35.00			30.00			30.00		
Grade [%]	0.00				0.00			0.00			0.00		
Curb Present	No				No			No			No		
Crosswalk	No				Yes			Yes			No		

Volumes

Name	Doheny Park Rd				Doheny Park Rd			Las Vegas			NB SR1 Off-Ramp		
Base Volume Input [veh/h]	9	14	509	359	0	1050	28	27	0	19	44	13	714
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	35	0	0	42	0	0	0	0	0	0	62
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	9	14	544	359	0	1092	28	27	0	19	44	13	776
Peak Hour Factor	0.979	0.979	0.979	0.979	1.0000	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792	0.9792
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	139	92	0	279	7	7	0	5	11	3	198
Total Analysis Volume [veh/h]	9	14	556	367	0	1115	29	28	0	19	45	13	792
Presence of On-Street Parking	No			No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0				0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0				0			0			0		
v_co, Outbound Pedestrian Volume crossing	0				0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0				0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0				0			0			0		
Bicycle Volume [bicycles/h]	0				0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal group	0	5	2	0	0	6	0	0	8	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	-	Lead	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	7	0	0	7	0	0	7	0	0	7	0
Maximum Green [s]	0	30	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	12	36	0	0	24	0	0	54	0	0	54	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	0	7	0	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	0	13	0	0	0	0	0	28	0
Rest In Walk			No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No	No			No			No			No	
Maximum Recall		No	No			No			No			No	
Pedestrian Recall		No	No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	C	C	C	C	R
C, Cycle Length [s]	90	90	90	90	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	2.00	2.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	35	35	28	28	47	47	47
g / C, Green / Cycle	0.03	0.39	0.39	0.31	0.31	0.52	0.52	0.52
(v / s)_i Volume / Saturation Flow Rate	0.01	0.16	0.23	0.31	0.31	0.03	0.04	0.50
s, saturation flow rate [veh/h]	1781	3560	1589	1870	1853	1391	1478	1589
c, Capacity [veh/h]	63	1400	625	586	581	784	836	823
d1, Uniform Delay [s]	42.45	19.64	21.55	30.56	30.68	10.80	10.83	20.86
k, delay calibration	0.11	0.50	0.50	0.50	0.50	0.11	0.11	0.39
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.54	0.84	4.01	31.61	33.66	0.03	0.03	20.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.37	0.40	0.59	0.98	0.98	0.06	0.07	0.96
d, Delay for Lane Group [s/veh]	45.99	20.49	25.56	62.17	64.34	10.83	10.87	40.89
Lane Group LOS	D	C	C	E	E	B	B	D
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.54	3.99	6.23	16.72	17.05	0.45	0.56	19.06
50th-Percentile Queue Length [ft/ln]	13.53	99.70	155.86	417.91	426.19	11.25	13.99	476.52
95th-Percentile Queue Length [veh/ln]	0.97	7.18	10.33	23.42	23.82	0.81	1.01	26.22
95th-Percentile Queue Length [ft/ln]	24.35	179.45	258.23	585.54	595.47	20.25	25.18	655.53

Movement, Approach, & Intersection Results

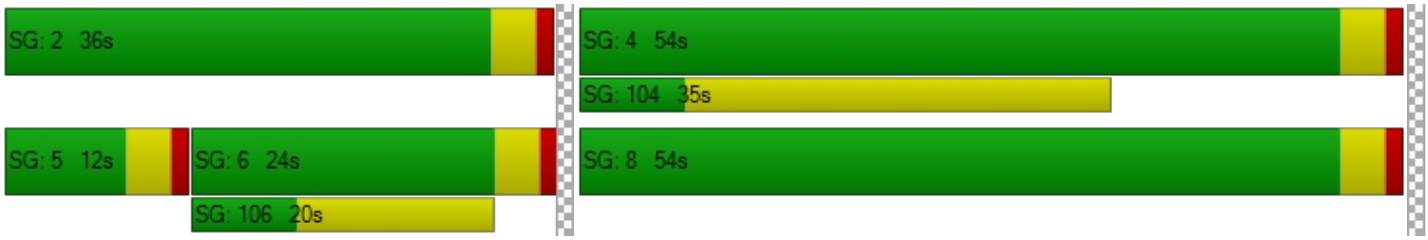
d_M, Delay for Movement [s/veh]	45.99	45.99	20.49	25.56	0.00	63.23	64.34	10.83	10.83	10.83	10.87	10.87	40.89
Movement LOS	D	D	C	C		E	E	B	B	B	B	B	D
d_A, Approach Delay [s/veh]	23.08				63.26			10.83			38.84		
Approach LOS	C				E			B			D		
d_I, Intersection Delay [s/veh]	42.76												
Intersection LOS	D												
Intersection V/C	0.946												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	34.67	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	2.912	1.765	0.000
Crosswalk LOS	F	C	A	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	711	444	1111	1111
d_b, Bicycle Delay [s]	18.69	27.22	8.89	8.89
I_b,int, Bicycle LOS Score for Intersection	2.329	2.503	1.637	2.962
Bicycle LOS	B	B	A	C

Sequence

Ring 1	-	2	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Doheny Park Rd (NS) at Pacific Coast Hwy (EW)

Control Type:	Signalized	Delay (sec / veh):	13.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.276

Intersection Setup

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Approach	Northbound		Southbound		Eastbound	
Lane Configuration						
Turning Movement	Left	Thru	Thru	Right	Left	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	45.00		45.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		Yes	

Volumes

Name	Pacific Coast Hwy		Doheny Park Rd		Pacific Coast Hwy	
Base Volume Input [veh/h]	0	535	264	0	294	382
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	7	6	0	28	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	542	270	0	322	382
Peak Hour Factor	1.0000	0.9769	0.9769	1.0000	0.9769	0.9769
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	0.0000
Total 15-Minute Volume [veh/h]	0	139	69	0	82	0
Total Analysis Volume [veh/h]	0	555	276	0	330	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Permissive	Permissive	Permissive	Permissive	Permissive
Signal group	0	2	6	0	3	0
Auxiliary Signal Groups						
Lead / Lag	-	-	-	-	Lead	-
Minimum Green [s]	0	7	7	0	7	0
Maximum Green [s]	0	30	30	0	30	0
Amber [s]	0.0	3.0	3.0	0.0	3.0	0.0
All red [s]	0.0	1.0	1.0	0.0	1.0	0.0
Split [s]	0	11	11	0	79	0
Vehicle Extension [s]	0.0	3.0	3.0	0.0	3.0	0.0
Walk [s]	0	0	0	0	7	0
Pedestrian Clearance [s]	0	0	0	0	15	0
Rest In Walk		No	No		No	
I1, Start-Up Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	2.0	0.0	2.0	0.0
Minimum Recall		No	No		No	
Maximum Recall		No	No		No	
Pedestrian Recall		No	No		No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	C	C	L	R
C, Cycle Length [s]	90	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	71	71	11	11
g / C, Green / Cycle	0.79	0.79	0.13	0.13
(v / s)_i Volume / Saturation Flow Rate	0.16	0.15	0.10	0.00
s, saturation flow rate [veh/h]	3560	1870	3459	1589
c, Capacity [veh/h]	2798	1469	433	199
d1, Uniform Delay [s]	2.44	2.42	38.01	0.00
k, delay calibration	0.50	0.50	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.16	0.28	2.81	0.00
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.20	0.19	0.76	0.00
d, Delay for Lane Group [s/veh]	2.60	2.70	40.82	0.00
Lane Group LOS	A	A	D	A
Critical Lane Group	Yes	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.65	0.69	3.59	0.00
50th-Percentile Queue Length [ft/ln]	16.18	17.30	89.70	0.00
95th-Percentile Queue Length [veh/ln]	1.16	1.25	6.46	0.00
95th-Percentile Queue Length [ft/ln]	29.12	31.14	161.45	0.00

Movement, Approach, & Intersection Results

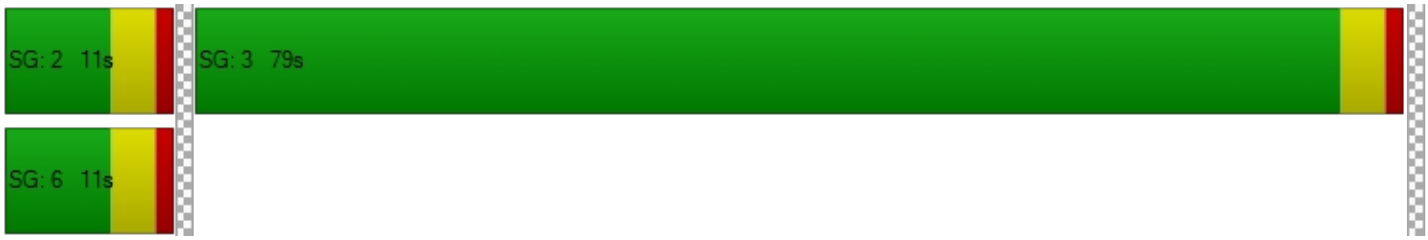
d_M, Delay for Movement [s/veh]	0.00	2.60	2.70	0.00	40.82	0.00
Movement LOS		A	A		D	A
d_A, Approach Delay [s/veh]	2.60		2.70		40.82	
Approach LOS	A		A		D	
d_I, Intersection Delay [s/veh]	13.49					
Intersection LOS	B					
Intersection V/C	0.276					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	7.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	38.27
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.069
Crosswalk LOS	F	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.590	4.588	4.132
Bicycle LOS	E	E	D

Sequence

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



Intersection Level Of Service Report

Intersection 11: Camino Las Ramblas (NS) at I-5 SB Off Ramp (EW)

Control Type:	Signalized	Delay (sec / veh):	12.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.420

Intersection Setup

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	30.00		40.00		40.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	No		No		No	

Volumes

Name	I-5 SB Off-Ramp		Camino Las Ramblas		Camino Las Ramblas	
Base Volume Input [veh/h]	362	1052	0	940	140	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	48	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	362	1100	0	940	140	0
Peak Hour Factor	0.9629	0.9629	1.0000	0.9629	0.9629	1.0000
Other Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	94	0	0	244	36	0
Total Analysis Volume [veh/h]	376	0	0	976	145	0
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permissive	Unsignalized	Permissive	Permissive	Permissive	Permissive
Signal group	1	0	0	8	4	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	-	-	-	-
Minimum Green [s]	7	0	0	7	7	0
Maximum Green [s]	30	0	0	30	30	0
Amber [s]	3.0	0.0	0.0	3.0	3.0	0.0
All red [s]	1.0	0.0	0.0	1.0	1.0	0.0
Split [s]	79	0	0	11	11	0
Vehicle Extension [s]	3.0	0.0	0.0	3.0	3.0	0.0
Walk [s]	0	0	0	0	0	0
Pedestrian Clearance [s]	0	0	0	0	0	0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	0.0	2.0	2.0	0.0
Minimum Recall	No			No	No	
Maximum Recall	No			No	No	
Pedestrian Recall	No			No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	C
C, Cycle Length [s]	90	90	90
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00
g_i, Effective Green Time [s]	13	69	69
g / C, Green / Cycle	0.14	0.77	0.77
(v / s)_i Volume / Saturation Flow Rate	0.11	0.27	0.08
s, saturation flow rate [veh/h]	3459	3560	1870
c, Capacity [veh/h]	482	2747	1443
d1, Uniform Delay [s]	37.33	3.23	2.54
k, delay calibration	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00
d2, Incremental Delay [s]	2.79	0.36	0.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.78	0.36	0.10
d, Delay for Lane Group [s/veh]	40.12	3.59	2.68
Lane Group LOS	D	A	A
Critical Lane Group	Yes	Yes	No
50th-Percentile Queue Length [veh/ln]	4.11	1.73	0.43
50th-Percentile Queue Length [ft/ln]	102.81	43.19	10.69
95th-Percentile Queue Length [veh/ln]	7.40	3.11	0.77
95th-Percentile Queue Length [ft/ln]	185.06	77.75	19.24

Movement, Approach, & Intersection Results

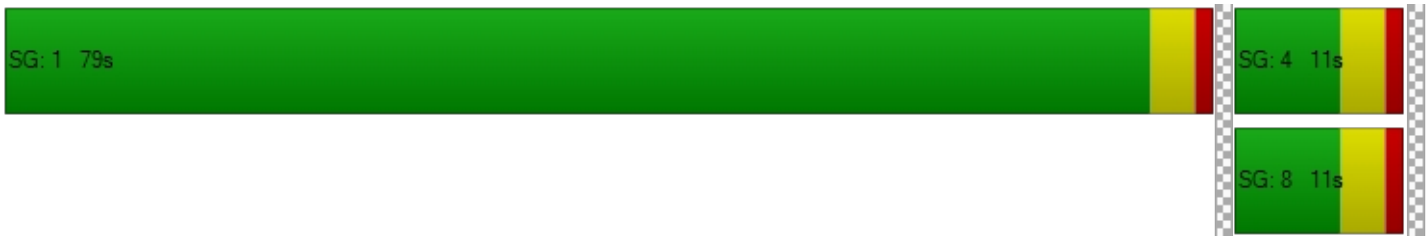
d_M, Delay for Movement [s/veh]	40.12	0.00	0.00	3.59	2.68	0.00
Movement LOS	D			A	A	
d_A, Approach Delay [s/veh]	40.12		3.59		2.68	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	12.68					
Intersection LOS	B					
Intersection V/C	0.420					

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	0.000
Crosswalk LOS	F	F	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	0	0	0
d_b, Bicycle Delay [s]	45.00	45.00	45.00
l_b,int, Bicycle LOS Score for Intersection	4.132	4.938	4.372
Bicycle LOS	D	E	E

Sequence

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



YEAR 2045 WITHOUT PROJECT

WITH IMPROVEMENTS

Victoria Boulevard Apartments

Vistro File: G:\...\AMLR_Delay_IMPRV.vistro
Report File: G:\...\AMLRE_IMPRV_Delay.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	SB Left	0.907	29.6	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	29.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.907

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	123	72	17	90	182	102	353	89	0	0	0
Total Analysis Volume [veh/h]	452	492	289	69	358	727	410	1414	355	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	17	30	0	18	31	31	0	42	42	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	13	35	35	6	27	27	38	38	55	
g / C, Green / Cycle	0.14	0.38	0.38	0.06	0.30	0.30	0.42	0.42	0.61	
(v / s)_i Volume / Saturation Flow Rate	0.13	0.26	0.18	0.04	0.10	0.26	0.23	0.40	0.22	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	502	716	609	116	1079	852	746	1491	967	
d1, Uniform Delay [s]	37.85	23.25	20.94	40.94	24.32	29.50	19.77	25.24	8.90	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	6.17	5.31	2.64	4.82	0.83	10.56	0.72	4.09	0.45	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.90	0.69	0.47	0.60	0.33	0.85	0.55	0.95	0.37	
d, Delay for Lane Group [s/veh]	44.02	28.57	23.59	45.77	25.15	40.05	20.49	29.33	9.35	
Lane Group LOS	D	C	C	D	C	D	C	C	A	
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	5.12	9.12	4.71	1.58	2.88	8.04	5.87	13.45	2.87	
50th-Percentile Queue Length [ft/ln]	128.06	228.03	117.83	39.46	72.05	201.08	146.78	336.17	71.72	
95th-Percentile Queue Length [veh/ln]	8.83	14.07	8.27	2.84	5.19	12.69	9.84	19.46	5.16	
95th-Percentile Queue Length [ft/ln]	220.85	351.85	206.84	71.03	129.69	317.35	246.12	486.51	129.10	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	44.02	28.57	23.59	45.77	25.15	40.05	20.49	29.33	9.35	0.00	0.00	0.00
Movement LOS	D	C	C	D	C	D	C	C	A			
d_A, Approach Delay [s/veh]	33.07			35.77			24.41			0.00		
Approach LOS	C			D			C			A		
d_I, Intersection Delay [s/veh]	29.62											
Intersection LOS	C											
Intersection V/C	0.907											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.407	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	600	844	0
d_b, Bicycle Delay [s]	22.76	22.05	15.02	45.00
I_b,int, Bicycle LOS Score for Intersection	3.594	2.512	3.357	4.132
Bicycle LOS	D	B	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Victoria Boulevard Apartments

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Report File: G:\...\PMLR_IMPRV_Delay.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	SB Left	0.830	27.4	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	27.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.830

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	157	111	99	47	226	248	79	263	119	0	0	0
Total Analysis Volume [veh/h]	628	446	397	188	904	991	316	1050	477	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	31	37	0	21	27	27	0	42	42	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	22	40	40	13	31	70	35	35	61	
g / C, Green / Cycle	0.22	0.40	0.40	0.13	0.31	0.70	0.35	0.35	0.61	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.24	0.25	0.11	0.25	0.35	0.18	0.29	0.30	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	753	750	638	224	1102	1976	629	1257	970	
d1, Uniform Delay [s]	37.41	23.55	23.90	42.73	31.97	6.84	25.46	29.70	10.84	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.45	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.52	3.45	4.53	8.12	6.88	0.91	0.62	1.54	1.61	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.83	0.59	0.62	0.84	0.82	0.50	0.50	0.84	0.49	
d, Delay for Lane Group [s/veh]	39.93	27.00	28.44	50.85	38.85	7.75	26.08	31.24	12.45	
Lane Group LOS	D	C	C	D	D	A	C	C	B	
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.33	8.50	7.83	4.87	10.51	3.84	5.56	10.83	5.22	
50th-Percentile Queue Length [ft/ln]	183.14	212.42	195.75	121.64	262.83	96.03	138.90	270.65	130.62	
95th-Percentile Queue Length [veh/ln]	11.76	13.28	12.42	8.48	15.83	6.91	9.42	16.22	8.97	
95th-Percentile Queue Length [ft/ln]	294.11	331.93	310.48	212.08	395.77	172.85	235.54	405.55	224.34	

Movement, Approach, & Intersection Results

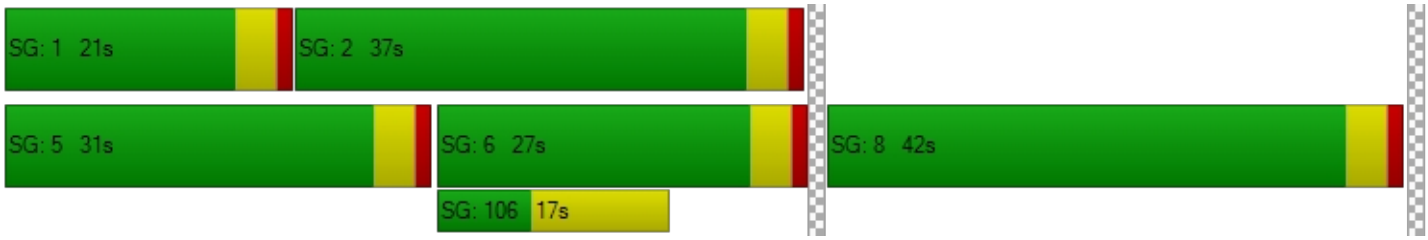
d_M, Delay for Movement [s/veh]	39.93	27.00	28.44	50.85	38.85	7.75	26.08	31.24	12.45	0.00	0.00	0.00
Movement LOS	D	C	C	D	D	A	C	C	B			
d_A, Approach Delay [s/veh]	32.91			25.13			25.49			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	27.37											
Intersection LOS	C											
Intersection V/C	0.830											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.434	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	460	760	0
d_b, Bicycle Delay [s]	22.45	29.65	19.22	50.00
I_b,int, Bicycle LOS Score for Intersection	3.987	3.278	3.080	4.132
Bicycle LOS	D	C	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Victoria Boulevard Apartments

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Report File: G:\...\SATLR_IMPRV_Delay.pdf

Scenario 1 Year 2045
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	SB Left	0.805	24.1	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.805

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	164	109	76	21	210	168	83	232	145	0	0	0
Total Analysis Volume [veh/h]	656	438	303	84	839	670	331	929	582	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	25	29	0	27	31	31	0	34	34	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	21	44	44	6	29	61	28	28	53	
g / C, Green / Cycle	0.23	0.49	0.49	0.07	0.32	0.68	0.31	0.31	0.59	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.23	0.19	0.05	0.24	0.24	0.19	0.26	0.37	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	809	908	771	125	1146	1906	554	1108	937	
d1, Uniform Delay [s]	32.63	15.58	14.74	40.86	27.11	6.16	26.26	28.92	11.98	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.02	1.84	1.50	6.06	4.15	0.51	1.21	1.78	3.10	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.81	0.48	0.39	0.67	0.73	0.35	0.60	0.84	0.62	
d, Delay for Lane Group [s/veh]	34.64	17.42	16.25	46.92	31.26	6.67	27.47	30.70	15.08	
Lane Group LOS	C	B	B	D	C	A	C	C	B	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.63	5.90	3.88	1.95	8.01	2.11	5.65	8.72	6.76	
50th-Percentile Queue Length [ft/ln]	165.87	147.52	97.02	48.72	200.23	52.85	141.28	218.06	169.08	
95th-Percentile Queue Length [veh/ln]	10.86	9.88	6.99	3.51	12.65	3.81	9.55	13.57	11.03	
95th-Percentile Queue Length [ft/ln]	271.48	247.11	174.64	87.70	316.26	95.14	238.75	339.15	275.71	

Movement, Approach, & Intersection Results

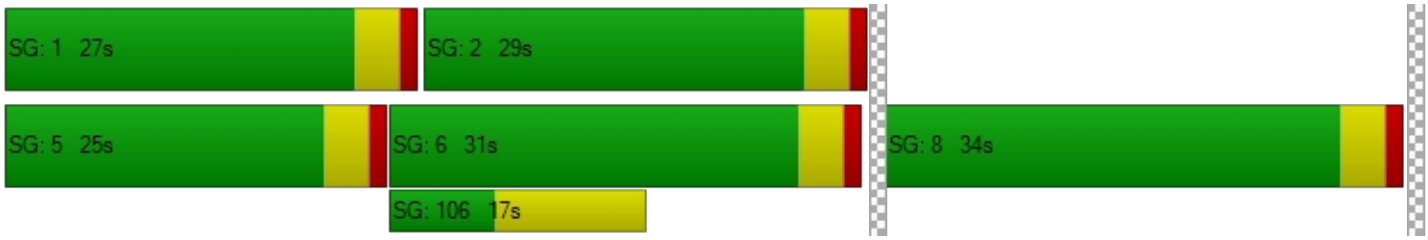
d_M, Delay for Movement [s/veh]	34.64	17.42	16.25	46.92	31.26	6.67	27.47	30.70	15.08	0.00	0.00	0.00
Movement LOS	C	B	B	D	C	A	C	C	B			
d_A, Approach Delay [s/veh]	25.25			21.74			25.19			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	24.07											
Intersection LOS	C											
Intersection V/C	0.805											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.368	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	600	667	0
d_b, Bicycle Delay [s]	23.47	22.05	20.00	45.00
l_b,int, Bicycle LOS Score for Intersection	3.865	2.874	3.079	4.132
Bicycle LOS	D	C	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



YEAR 2045 WITH PROJECT

WITH IMPROVEMENTS

Victoria Boulevard Apartments

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Report File: G:\...\AMLRp_IMPRV_Delay.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	NB Left	0.912	30.0	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	30.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.912

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	420	457	269	64	333	676	381	1314	330	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	13	46	0	4	0	0	0	4	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	433	470	315	64	337	676	381	1314	334	0	0	0
Peak Hour Factor	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	0.9296	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	126	85	17	91	182	102	353	90	0	0	0
Total Analysis Volume [veh/h]	466	506	339	69	363	727	410	1414	359	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	17	30	0	18	31	31	0	42	42	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	13	35	35	6	27	27	38	38	55	
g / C, Green / Cycle	0.14	0.38	0.38	0.06	0.30	0.30	0.42	0.42	0.61	
(v / s)_i Volume / Saturation Flow Rate	0.13	0.27	0.21	0.04	0.10	0.26	0.23	0.40	0.23	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	502	716	609	116	1079	852	746	1491	967	
d1, Uniform Delay [s]	38.03	23.49	21.78	40.94	24.36	29.50	19.77	25.24	8.93	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.12	0.11	0.21	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	8.05	5.79	3.65	4.82	0.84	10.56	0.72	4.09	0.47	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.93	0.71	0.56	0.60	0.34	0.85	0.55	0.95	0.37	
d, Delay for Lane Group [s/veh]	46.08	29.29	25.43	45.77	25.20	40.06	20.49	29.33	9.40	
Lane Group LOS	D	C	C	D	C	D	C	C	A	
Critical Lane Group	Yes	No	No	No	No	Yes	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	5.42	9.53	5.82	1.58	2.93	8.04	5.87	13.45	2.91	
50th-Percentile Queue Length [ft/ln]	135.54	238.29	145.54	39.46	73.19	201.08	146.77	336.16	72.86	
95th-Percentile Queue Length [veh/ln]	9.24	14.59	9.78	2.84	5.27	12.69	9.84	19.46	5.25	
95th-Percentile Queue Length [ft/ln]	231.00	364.87	244.46	71.03	131.73	317.36	246.12	486.50	131.14	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	46.08	29.29	25.43	45.77	25.20	40.06	20.49	29.33	9.40	0.00	0.00	0.00
Movement LOS	D	C	C	D	C	D	C	C	A			
d_A, Approach Delay [s/veh]	34.26			35.74			24.39			0.00		
Approach LOS	C			D			C			A		
d_I, Intersection Delay [s/veh]	30.00											
Intersection LOS	C											
Intersection V/C	0.912											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.411	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	578	600	844	0
d_b, Bicycle Delay [s]	22.76	22.05	15.02	45.00
l_b,int, Bicycle LOS Score for Intersection	3.723	2.516	3.361	4.132
Bicycle LOS	D	B	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Victoria Boulevard Apartments

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Report File: G:\...\PMLRp_IMPRV_Delay.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	SB Left	0.837	27.8	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	27.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.837

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	597	424	378	179	860	943	301	999	454	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	24	0	13	0	0	0	13	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	605	432	402	179	873	943	301	999	467	0	0	0
Peak Hour Factor	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	0.9511	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	114	106	47	229	248	79	263	123	0	0	0
Total Analysis Volume [veh/h]	636	454	423	188	918	991	316	1050	491	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	100
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	31	37	0	21	27	27	0	42	42	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	100	100	100	100	100	100	100	100	100	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	22	40	40	13	31	70	35	35	61	
g / C, Green / Cycle	0.22	0.40	0.40	0.13	0.31	0.70	0.35	0.35	0.61	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.24	0.27	0.11	0.26	0.35	0.18	0.29	0.31	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	761	750	637	224	1093	1970	629	1257	975	
d1, Uniform Delay [s]	37.29	23.70	24.45	42.73	32.37	6.95	25.44	29.68	10.83	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.11	0.11	0.47	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.52	3.61	5.38	8.12	7.81	0.92	0.62	1.53	1.76	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.84	0.61	0.66	0.84	0.84	0.50	0.50	0.84	0.50	
d, Delay for Lane Group [s/veh]	39.81	27.31	29.83	50.85	40.18	7.87	26.06	31.21	12.59	
Lane Group LOS	D	C	C	D	D	A	C	C	B	
Critical Lane Group	Yes	No	No	No	Yes	No	No	Yes	No	
50th-Percentile Queue Length [veh/ln]	7.41	8.72	8.61	4.87	10.89	3.89	5.55	10.82	5.42	
50th-Percentile Queue Length [ft/ln]	185.34	217.92	215.24	121.64	272.15	97.31	138.84	270.53	135.54	
95th-Percentile Queue Length [veh/ln]	11.88	13.56	13.42	8.48	16.30	7.01	9.42	16.22	9.24	
95th-Percentile Queue Length [ft/ln]	296.97	338.97	335.55	212.08	407.43	175.16	235.46	405.40	231.01	

Movement, Approach, & Intersection Results

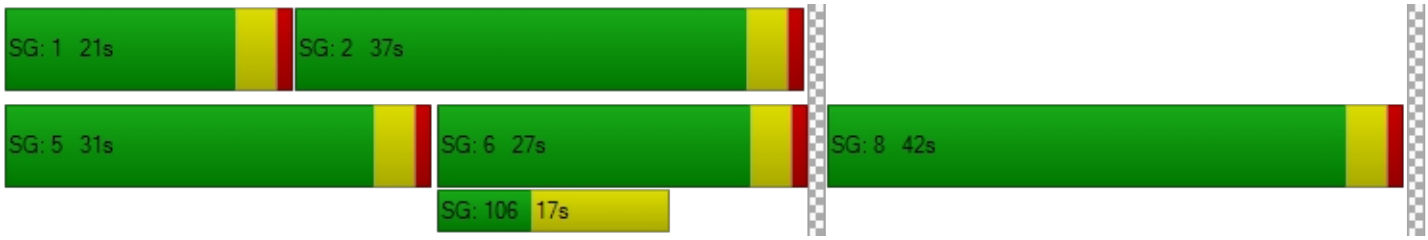
d_M, Delay for Movement [s/veh]	39.81	27.31	29.83	50.85	40.18	7.87	26.06	31.21	12.59	0.00	0.00	0.00
Movement LOS	D	C	C	D	D	A	C	C	B			
d_A, Approach Delay [s/veh]	33.27			25.87			25.41			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	27.76											
Intersection LOS	C											
Intersection V/C	0.837											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	39.61	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.438	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	660	460	760	0
d_b, Bicycle Delay [s]	22.45	29.65	19.22	50.00
I_b,int, Bicycle LOS Score for Intersection	4.056	3.290	3.092	4.132
Bicycle LOS	D	C	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Victoria Boulevard Apartments

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Report File: G:\...\SATLRp_IMPRV_Delay.pdf

Scenario 2 Year 2045 With Project
4/18/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
2	Camino Capistrano (NS) at Stonehill Dr (EW)	Signalized	HCM 6th Edition	SB Left	0.821	24.2	C

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

Intersection Level Of Service Report
Intersection 2: Camino Capistrano (NS) at Stonehill Dr (EW)

Control Type:	Signalized	Delay (sec / veh):	24.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.821

Intersection Setup

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
Speed [mph]	40.00			45.00			50.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			No		

Volumes

Name	Camino Capistrano			Camino Capistrano			Stonehill Dr			I-5 On-Ramp		
Base Volume Input [veh/h]	638	426	295	82	816	652	322	904	566	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Rate	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	12	12	40	0	14	0	0	0	14	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right-Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	650	438	335	82	830	652	322	904	580	0	0	0
Peak Hour Factor	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	0.9728	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	167	113	86	21	213	168	83	232	149	0	0	0
Total Analysis Volume [veh/h]	668	450	344	84	853	670	331	929	596	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	LeadGreen
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Overlap	Permiss	Permiss	Overlap	Permiss	Permiss	Permiss
Signal group	5	2	0	1	6	6	0	8	8	0	0	0
Auxiliary Signal Groups						6,8			5,8			
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	7	0	7	7	7	0	7	7	0	0	0
Maximum Green [s]	30	30	0	30	30	30	0	30	30	0	0	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0	0.0	0.0
Split [s]	25	29	0	27	31	31	0	34	34	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	3.0	0.0	3.0	3.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	7	0	7	7	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	10	0	10	10	0	0	0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0	2.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No	No		No	No			
Maximum Recall	No	No		No	No	No		No	No			
Pedestrian Recall	No	No		No	No	No		No	No			
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

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

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	R	
C, Cycle Length [s]	90	90	90	90	90	90	90	90	90	
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	0.00	2.00	2.00	0.00	
g_i, Effective Green Time [s]	21	44	44	6	29	61	28	28	53	
g / C, Green / Cycle	0.23	0.49	0.49	0.07	0.32	0.68	0.31	0.31	0.59	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.24	0.22	0.05	0.24	0.24	0.19	0.26	0.37	
s, saturation flow rate [veh/h]	3459	1870	1589	1781	3560	2813	1781	3560	1589	
c, Capacity [veh/h]	809	906	770	125	1142	1906	556	1111	938	
d1, Uniform Delay [s]	32.77	15.78	15.29	40.86	27.33	6.16	26.18	28.84	12.09	
k, delay calibration	0.11	0.50	0.50	0.11	0.50	0.50	0.13	0.11	0.50	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	2.22	1.95	1.88	6.06	4.47	0.51	1.20	1.74	3.27	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.83	0.50	0.45	0.67	0.75	0.35	0.60	0.84	0.64	
d, Delay for Lane Group [s/veh]	34.99	17.72	17.17	46.92	31.80	6.67	27.37	30.58	15.36	
Lane Group LOS	C	B	B	D	C	A	C	C	B	
Critical Lane Group	Yes	No	No	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	6.80	6.14	4.59	1.95	8.24	2.11	5.64	8.70	7.01	
50th-Percentile Queue Length [ft/ln]	170.07	153.54	114.70	48.72	205.91	52.85	140.94	217.45	175.28	
95th-Percentile Queue Length [veh/ln]	11.08	10.21	8.10	3.51	12.94	3.81	9.53	13.53	11.35	
95th-Percentile Queue Length [ft/ln]	277.01	255.15	202.52	87.70	323.57	95.14	238.29	338.37	283.84	

Movement, Approach, & Intersection Results

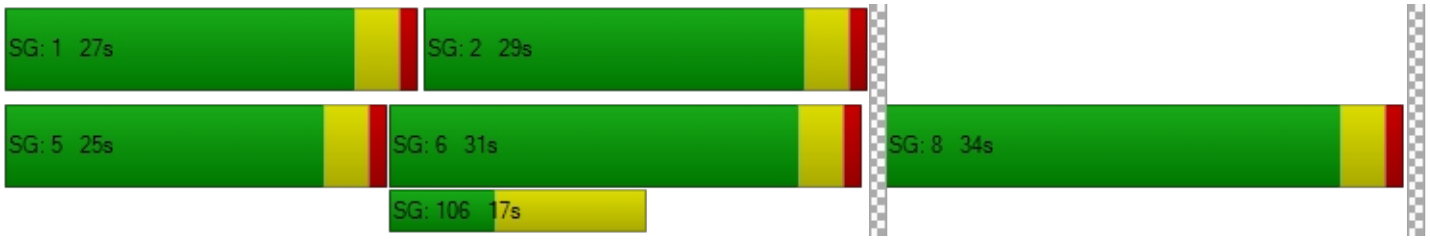
d_M, Delay for Movement [s/veh]	34.99	17.72	17.17	46.92	31.80	6.67	27.37	30.58	15.36	0.00	0.00	0.00
Movement LOS	C	B	B	D	C	A	C	C	B			
d_A, Approach Delay [s/veh]	25.48			22.11			25.12			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	24.25											
Intersection LOS	C											
Intersection V/C	0.821											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	34.67	0.00
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	3.374	0.000
Crosswalk LOS	F	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	556	600	667	0
d_b, Bicycle Delay [s]	23.47	22.05	20.00	45.00
I_b,int, Bicycle LOS Score for Intersection	3.972	2.885	3.091	4.132
Bicycle LOS	D	C	C	D

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX H

FOCUSED SUNDAY ANALYSIS
INTERSECTION LEVEL OF SERVICE WORKSHEETS

EXISTING

Victoria Boulvard Apartments

Vistro File: G:\...\SUN.vistro
Report File: G:\...\SUNE.pdf

Scenario 1 Existing
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.400	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.010	16.9	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.215	8.5	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.090	9.7	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.400

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	62	861	14	0	14	780	6	68	8	17	58	10	62
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	16	215	4	0	4	195	2	17	2	4	15	3	16
Total Analysis Volume [veh/h]	5	62	861	14	0	14	780	6	68	8	17	58	10	62
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.26	0.26	0.00	0.01	0.23	0.23	0.04	0.00	0.01	0.03	0.04	0.04
Intersection LOS	A													
Intersection V/C	0.400													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	16.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.010

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	0	110
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	220	23	0	6	209	5	0	0	3	0	0	29
Total Analysis Volume [veh/h]	3	22	880	92	0	25	837	21	0	0	10	0	0	115
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.22
d_M, Delay for Movement [s/veh]	16.93	9.84	0.00	0.00	22.75	10.29	0.00	0.00	0.00	0.00	11.38	0.00	0.00	13.72
Movement LOS	C	A	A	A	C	B	A	A			B			B
95th-Percentile Queue Length [veh/ln]	0.12	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.82
95th-Percentile Queue Length [ft/ln]	2.96	2.96	0.00	0.00	2.75	2.75	0.00	0.00	0.00	0.00	1.33	0.00	0.00	20.60
d_A, Approach Delay [s/veh]	0.27				0.29				11.38			13.72		
Approach LOS	A				A				B			B		
d_I, Intersection Delay [s/veh]	1.11													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.215

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	27	9	7	2	2	11	4	20	3	2	28	0
Total Analysis Volume [veh/h]	107	35	27	6	9	42	15	82	11	10	112	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	785	842	785	780
Degree of Utilization, x	0.22	0.07	0.14	0.16

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.81	0.22	0.48	0.56
95th-Percentile Queue Length [ft]	20.36	5.43	11.90	13.94
Approach Delay [s/veh]	8.84	7.58	8.32	8.47
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.46			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.090

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	52	2	16	51	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	19	1	6	19	1
Total Analysis Volume [veh/h]	21	78	3	24	76	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.09	0.00
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	0.00	9.68	8.81
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.31	0.31
95th-Percentile Queue Length [ft/ln]	1.01	1.01	0.00	0.00	7.63	7.63
d_A, Approach Delay [s/veh]	1.55		0.00		9.65	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.47					
Intersection LOS	A					

EXISTING PLUS PROJECT

Victoria Boulvard Apartments

Vistro File: G:\...\SUN.vistro
Report File: G:\...\SUNEp.pdf

Scenario 2 Existing Plus Project
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.462	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.011	18.0	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.422	10.1	B
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.294	11.1	B
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.013	11.1	B
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.008	8.8	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.462

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	32	0	0	0	0	0	51	0	73
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	62	869	14	0	46	780	6	68	8	17	109	10	135
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	16	217	4	0	12	195	2	17	2	4	27	3	34
Total Analysis Volume [veh/h]	5	62	869	14	0	46	780	6	68	8	17	109	10	135
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.26	0.26	0.00	0.03	0.23	0.23	0.04	0.00	0.01	0.06	0.09	0.09
Intersection LOS	A													
Intersection V/C	0.462													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	114	0	0	51	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	21	841	202	0	24	851	20	0	0	10	0	0	118
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	5	220	53	0	6	223	5	0	0	3	0	0	31
Total Analysis Volume [veh/h]	3	22	880	211	0	25	891	21	0	0	10	0	0	123
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.26
d_M, Delay for Movement [s/veh]	17.99	10.09	0.00	0.00	27.43	10.90	0.00	0.00	0.00	0.00	11.65	0.00	0.00	15.01
Movement LOS	C	B	A	A	D	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.13	0.13	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.00	0.06	0.00	0.00	1.01
95th-Percentile Queue Length [ft/ln]	3.14	3.14	0.00	0.00	3.07	3.07	0.00	0.00	0.00	0.00	1.38	0.00	0.00	25.13
d_A, Approach Delay [s/veh]	0.25				0.29				11.65			15.01		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	1.15													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.422

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	117	0	0	0	0	0	0	8	24	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	203	28	22	5	7	34	12	74	33	8	97	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	63	9	7	2	2	11	4	23	10	2	30	0
Total Analysis Volume [veh/h]	252	35	27	6	9	42	15	92	41	10	120	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	744	773	733	707
Degree of Utilization, x	0.42	0.07	0.20	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.11	0.24	0.75	0.68
95th-Percentile Queue Length [ft]	52.64	5.95	18.79	16.89
Approach Delay [s/veh]	11.32	8.03	9.15	9.24
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	10.12			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.294

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	114	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	52	2	24	165	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	19	1	9	62	1
Total Analysis Volume [veh/h]	21	78	3	36	247	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.29	0.00
d_M, Delay for Movement [s/veh]	7.32	0.00	0.00	0.00	11.08	10.20
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	1.25	1.25
95th-Percentile Queue Length [ft/ln]	1.02	1.02	0.00	0.00	31.15	31.15
d_A, Approach Delay [s/veh]	1.55		0.00		11.07	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.53					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	136	0	0	24	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	114	24	0	8	117
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	136	114	24	24	8	117
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	31	7	7	2	32
Total Analysis Volume [veh/h]	148	124	26	26	9	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	7.85	0.00	11.10	10.21
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.59	0.59
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.54	1.54	14.83	14.83
d_A, Approach Delay [s/veh]	0.00		3.92		10.27	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.48					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	15	0	8	16	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	15	0	8	16	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	0	2	4	0
Total Analysis Volume [veh/h]	8	16	0	9	17	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.82	8.42	0.00	0.00	7.26	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.78	1.78	0.00	0.00	0.80	0.80
d_A, Approach Delay [s/veh]	8.55		0.00		7.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.57					
Intersection LOS	A					

OPENING YEAR (2025) WITHOUT PROJECT

Victoria Boulvard Apartments

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Scenario 3 Opening Year without Project
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.454	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.011	19.0	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.232	8.7	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.097	9.8	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.454

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	92	3	0	5	45	0	0	0	0	1	0	6
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	66	1006	18	0	20	873	6	72	8	18	63	11	72
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	17	252	5	0	5	218	2	18	2	5	16	3	18
Total Analysis Volume [veh/h]	5	66	1006	18	0	20	873	6	72	8	18	63	11	72
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.30	0.30	0.00	0.01	0.26	0.26	0.04	0.00	0.01	0.04	0.05	0.05
Intersection LOS	A													
Intersection V/C	0.454													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	19.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.011

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	95	0	0	0	46	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	22	988	93	0	25	895	21	0	0	11	0	0	117
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	259	24	0	7	234	5	0	0	3	0	0	31
Total Analysis Volume [veh/h]	3	23	1034	97	0	26	937	22	0	0	12	0	0	122
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.04	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.26
d_M, Delay for Movement [s/veh]	19.05	10.33	0.00	0.00	29.07	11.13	0.00	0.00	0.00	0.00	11.92	0.00	0.00	15.39
Movement LOS	C	B	A	A	D	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.14	0.14	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.00	0.07	0.00	0.00	1.03
95th-Percentile Queue Length [ft/ln]	3.42	3.42	0.00	0.00	3.31	3.31	0.00	0.00	0.00	0.00	1.73	0.00	0.00	25.84
d_A, Approach Delay [s/veh]	0.25				0.29				11.92			15.39		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	1.14													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.232

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	8	0	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	91	30	23	5	7	36	13	78	10	8	103	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	9	7	2	2	11	4	24	3	2	32	0
Total Analysis Volume [veh/h]	113	37	29	6	9	45	16	97	12	10	128	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	771	823	774	769
Degree of Utilization, x	0.23	0.07	0.16	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.90	0.24	0.57	0.66
95th-Percentile Queue Length [ft]	22.44	5.88	14.35	16.39
Approach Delay [s/veh]	9.09	7.72	8.55	8.71
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.68			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	9.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.097

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	55	2	17	54	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	21	1	6	20	1
Total Analysis Volume [veh/h]	22	82	3	25	81	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.10	0.00
d_M, Delay for Movement [s/veh]	7.30	0.00	0.00	0.00	9.76	8.85
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	0.33	0.33
95th-Percentile Queue Length [ft/ln]	1.06	1.06	0.00	0.00	8.25	8.25
d_A, Approach Delay [s/veh]	1.54		0.00		9.73	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.53					
Intersection LOS	A					

OPENING YEAR (2025) WITH PROJECT

Victoria Boulvard Apartments

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Scenario 4 Opening Year with Project
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.518	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.012	20.3	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.444	10.5	B
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.303	11.2	B
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.013	11.2	B
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.008	8.9	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.518

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	100	3	0	37	45	0	0	0	0	52	0	79
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	5	66	1014	18	0	52	873	6	72	8	18	114	11	145
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	17	254	5	0	13	218	2	18	2	5	29	3	36
Total Analysis Volume [veh/h]	5	66	1014	18	0	52	873	6	72	8	18	114	11	145
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.30	0.30	0.00	0.03	0.26	0.26	0.04	0.00	0.01	0.07	0.09	0.09
Intersection LOS	A													
Intersection V/C	0.518													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	20.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.012

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.061	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	95	114	0	0	97	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	3	22	988	207	0	25	946	21	0	0	11	0	0	125
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	6	259	54	0	7	248	5	0	0	3	0	0	33
Total Analysis Volume [veh/h]	3	23	1034	217	0	26	990	22	0	0	12	0	0	131
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.03	0.01	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.31
d_M, Delay for Movement [s/veh]	20.28	10.60	0.00	0.00	35.95	11.84	0.00	0.00	0.00	0.00	12.21	0.00	0.00	17.11
Movement LOS	C	B	A	A	E	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.15	0.15	0.00	0.00	0.15	0.15	0.00	0.00	0.00	0.00	0.07	0.00	0.00	1.28
95th-Percentile Queue Length [ft/ln]	3.63	3.63	0.00	0.00	3.70	3.70	0.00	0.00	0.00	0.00	1.80	0.00	0.00	32.05
d_A, Approach Delay [s/veh]	0.24				0.30				12.21			17.11		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	1.22													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.444

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	117	0	0	0	0	0	0	16	24	0	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	208	30	23	5	7	36	13	86	34	8	110	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	64	9	7	2	2	11	4	27	11	2	34	0
Total Analysis Volume [veh/h]	258	37	29	6	9	45	16	107	42	10	136	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	730	754	719	696
Degree of Utilization, x	0.44	0.08	0.23	0.21

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.29	0.26	0.88	0.79
95th-Percentile Queue Length [ft]	57.31	6.47	22.04	19.84
Approach Delay [s/veh]	11.81	8.19	9.49	9.55
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	10.47			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.303

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	114	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	15	55	2	25	168	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	21	1	9	63	1
Total Analysis Volume [veh/h]	22	82	3	37	252	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.00	0.00	0.00	0.30	0.00
d_M, Delay for Movement [s/veh]	7.33	0.00	0.00	0.00	11.21	10.30
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.04	0.04	0.00	0.00	1.30	1.30
95th-Percentile Queue Length [ft/ln]	1.07	1.07	0.00	0.00	32.43	32.43
d_A, Approach Delay [s/veh]	1.55		0.00		11.20	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.56					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.013

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	136	0	0	24	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	114	24	0	8	117
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	144	114	24	25	8	117
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	39	31	7	7	2	32
Total Analysis Volume [veh/h]	157	124	26	27	9	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.15
d_M, Delay for Movement [s/veh]	0.00	0.00	7.87	0.00	11.20	10.28
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.60	0.60
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.55	1.55	15.04	15.04
d_A, Approach Delay [s/veh]	0.00		3.86		10.34	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.43					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0615	1.0615	1.0615	1.0615	1.0615	1.0615
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	15	8	8	16	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	15	8	8	16	7
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	2	2	4	2
Total Analysis Volume [veh/h]	8	16	9	9	17	8
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.01	0.02	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.91	8.46	0.00	0.00	7.28	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.80	1.80	0.00	0.00	0.81	0.81
d_A, Approach Delay [s/veh]	8.61		0.00		4.95	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.93					
Intersection LOS	A					

YEAR 2045 WITHOUT PROJECT

Victoria Boulvard Apartments

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Scenario 5 Year 2045 Without Project
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Right	0.467	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.017	20.6	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.261	8.9	A
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.111	10.0	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.467

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	74	1025	17	0	17	928	7	81	10	20	69	12	74
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	19	256	4	0	4	232	2	20	3	5	17	3	19
Total Analysis Volume [veh/h]	6	74	1025	17	0	17	928	7	81	10	20	69	12	74
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.31	0.31	0.00	0.01	0.28	0.28	0.05	0.01	0.01	0.04	0.05	0.05
Intersection LOS	A													
Intersection V/C	0.467													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	20.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.017

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	25	1001	105	0	29	952	24	0	0	12	0	0	131
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	262	27	0	8	249	6	0	0	3	0	0	34
Total Analysis Volume [veh/h]	4	26	1048	110	0	30	996	25	0	0	13	0	0	137
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.01	0.00	0.00	0.05	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.30
d_M, Delay for Movement [s/veh]	20.60	10.72	0.00	0.00	31.50	11.33	0.00	0.00	0.00	0.00	12.27	0.00	0.00	16.17
Movement LOS	C	B	A	A	D	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.18	0.18	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.08	0.00	0.00	1.24
95th-Percentile Queue Length [ft/ln]	4.39	4.39	0.00	0.00	3.95	3.95	0.00	0.00	0.00	0.00	1.97	0.00	0.00	31.01
d_A, Approach Delay [s/veh]	0.30				0.32				12.27			16.17		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	1.29													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	8.9
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.261

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	102	33	26	6	8	40	14	79	11	10	107	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	10	8	2	2	12	4	24	3	3	33	0
Total Analysis Volume [veh/h]	126	41	32	7	10	50	17	98	14	12	133	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	762	810	761	756
Degree of Utilization, x	0.26	0.08	0.17	0.19

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	1.04	0.27	0.61	0.71
95th-Percentile Queue Length [ft]	26.11	6.74	15.20	17.78
Approach Delay [s/veh]	9.38	7.84	8.70	8.90
Approach LOS	A	A	A	A
Intersection Delay [s/veh]	8.90			
Intersection LOS	A			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	10.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.111

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	62	2	19	61	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	23	1	7	23	1
Total Analysis Volume [veh/h]	25	93	3	28	91	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.11	0.00
d_M, Delay for Movement [s/veh]	7.31	0.00	0.00	0.00	9.97	8.95
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	0.39	0.39
95th-Percentile Queue Length [ft/ln]	1.20	1.20	0.00	0.00	9.63	9.63
d_A, Approach Delay [s/veh]	1.55		0.00		9.94	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	4.60					
Intersection LOS	A					

YEAR 2045 WITH PROJECT

Victoria Boulvard Apartments

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Scenario 6 Year 2045 With Project
7/19/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
3	Doheny Park Rd (NS) at Victoria Blvd (EW)	Signalized	ICU 1	NB Thru	0.529	-	A
4	Doheny Park Rd (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	NB U-T	0.018	22.0	C
7	Sepulveda Ave (NS) at Victoria Blvd (EW)	All-way stop	HCM 6th Edition	NB Left	0.477	10.9	B
8	Sepulveda Ave (NS) at Domingo St (EW)	Two-way stop	HCM 6th Edition	EB Left	0.323	11.6	B
12	Sepulveda Ave (NS) at Project Dwy (EW)	Two-way stop	HCM 6th Edition	WB Left	0.014	11.4	B
13	Project Dwy (NS) at Victoria Blvd (EW)	Two-way stop	HCM 6th Edition	NB Left	0.008	8.8	A

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

Intersection Level Of Service Report
Intersection 3: Doheny Park Rd (NS) at Victoria Blvd (EW)

Control Type:	Signalized	Delay (sec / veh):	-
Analysis Method:	ICU 1	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.529

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	Yes				Yes				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	4	62	861	14	0	14	780	6	68	8	17	58	10	62
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	8	0	0	32	0	0	0	0	0	51	0	73
Diverted Trips [veh/h]	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	6	74	1033	17	0	49	928	7	81	10	20	120	12	147
Peak Hour Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	19	258	4	0	12	232	2	20	3	5	30	3	37
Total Analysis Volume [veh/h]	6	74	1033	17	0	49	928	7	81	10	20	120	12	147
Pedestrian Volume [ped/h]	0				0				0			0		
Bicycle Volume [bicycles/h]	0				0				0			0		

Intersection Settings

Cycle Length [s]	100
Lost time [s]	5.00

Phasing & Timing

Control Type	Permi	Prote	Permi	Permi	Permi	Prote	Permi	Permi	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	5	2	0	0	1	6	0	0	8	0	0	4	0
Auxiliary Signal Groups														
Lead / Lag	-	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.04	0.31	0.31	0.00	0.03	0.28	0.28	0.05	0.01	0.01	0.07	0.09	0.09
Intersection LOS	A													
Intersection V/C	0.529													

Intersection Level Of Service Report
Intersection 4: Doheny Park Rd (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	22.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.018

Intersection Setup

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Approach	Northbound				Southbound				Eastbound			Westbound		
Lane Configuration														
Turning Movement	U-tu	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00				35.00				30.00			30.00		
Grade [%]	0.00				0.00				0.00			0.00		
Crosswalk	No				No				Yes			Yes		

Volumes

Name	Doheny Park Rd				Doheny Park Rd				Domingo St			Domingo St		
Base Volume Input [veh/h]	3	21	841	88	0	24	800	20	0	0	10	0	1	109
Base Volume Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.190	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	114	0	0	51	0	0	0	0	0	0	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	-1	1
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	4	25	1001	219	0	29	1003	24	0	0	12	0	0	139
Peak Hour Factor	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.955	0.9555	0.9555	0.9555	0.9555	0.9555	0.9555
Other Adjustment Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	1	7	262	57	0	8	262	6	0	0	3	0	0	36
Total Analysis Volume [veh/h]	4	26	1048	229	0	30	1050	25	0	0	13	0	0	145
Pedestrian Volume [ped/h]	0				0				0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.04	0.01	0.00	0.00	0.06	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.35
d_M, Delay for Movement [s/veh]	22.00	11.03	0.00	0.00	39.23	12.07	0.00	0.00	0.00	0.00	12.58	0.00	0.00	18.07
Movement LOS	C	B	A	A	E	B	A	A			B			C
95th-Percentile Queue Length [veh/ln]	0.19	0.19	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.00	0.08	0.00	0.00	1.52
95th-Percentile Queue Length [ft/ln]	4.67	4.67	0.00	0.00	4.40	4.40	0.00	0.00	0.00	0.00	2.05	0.00	0.00	38.00
d_A, Approach Delay [s/veh]	0.29				0.33				12.58			18.07		
Approach LOS	A				A				B			C		
d_I, Intersection Delay [s/veh]	1.37													
Intersection LOS	C													

Intersection Level Of Service Report
Intersection 7: Sepulveda Ave (NS) at Victoria Blvd (EW)

Control Type:	All-way stop	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

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

Volumes

Name	Sepulveda Ave			Sepulveda Ave			Victoria Blvd			Victoria Blvd		
Base Volume Input [veh/h]	86	28	22	5	7	34	12	66	9	8	90	1
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	117	0	0	0	0	0	0	8	24	0	7	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	219	33	26	6	8	40	14	87	35	10	114	1
Peak Hour Factor	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065	0.8065
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	10	8	2	2	12	4	27	11	3	35	0
Total Analysis Volume [veh/h]	272	41	32	7	10	50	17	108	43	12	141	1
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	723	741	706	684
Degree of Utilization, x	0.48	0.09	0.24	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	2.60	0.30	0.92	0.86
95th-Percentile Queue Length [ft]	64.93	7.43	23.12	21.52
Approach Delay [s/veh]	12.45	8.34	9.69	9.79
Approach LOS	B	A	A	A
Intersection Delay [s/veh]	10.88			
Intersection LOS	B			

Intersection Level Of Service Report
Intersection 8: Sepulveda Ave (NS) at Domingo St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.323

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Domingo St	
Base Volume Input [veh/h]	14	52	2	16	51	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	114	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	62	2	27	175	2
Peak Hour Factor	0.6667	0.6667	0.6667	0.6667	0.6667	0.6667
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	23	1	10	66	1
Total Analysis Volume [veh/h]	25	93	3	40	262	3
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.02	0.00	0.00	0.00	0.32	0.00
d_M, Delay for Movement [s/veh]	7.34	0.00	0.00	0.00	11.57	10.54
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.05	0.05	0.00	0.00	1.42	1.42
95th-Percentile Queue Length [ft/ln]	1.22	1.22	0.00	0.00	35.55	35.55
d_A, Approach Delay [s/veh]	1.55		0.00		11.56	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	7.62					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 12: Sepulveda Ave (NS) at Project Dwy (EW)

Control Type:	Two-way stop	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.014

Intersection Setup

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

Volumes

Name	Sepulveda Ave		Sepulveda Ave		Project Dwy	
Base Volume Input [veh/h]	136	0	0	24	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	114	24	0	8	117
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	162	114	24	29	8	117
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	31	7	8	2	32
Total Analysis Volume [veh/h]	176	124	26	32	9	127
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.00	0.00	0.02	0.00	0.01	0.16
d_M, Delay for Movement [s/veh]	0.00	0.00	7.91	0.00	11.42	10.44
Movement LOS	A	A	A	A	B	B
95th-Percentile Queue Length [veh/ln]	0.00	0.00	0.06	0.06	0.62	0.62
95th-Percentile Queue Length [ft/ln]	0.00	0.00	1.58	1.58	15.49	15.49
d_A, Approach Delay [s/veh]	0.00		3.55		10.51	
Approach LOS	A		A		B	
d_I, Intersection Delay [s/veh]	3.31					
Intersection LOS	B					

Intersection Level Of Service Report
Intersection 13: Project Dwy (NS) at Victoria Blvd (EW)

Control Type:	Two-way stop	Delay (sec / veh):	8.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.008

Intersection Setup

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

Volumes

Name	Project Dwy		Victoria Blvd		Victoria Blvd	
Base Volume Input [veh/h]	0	0	0	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.1900	1.1900	1.1900	1.1900	1.1900	1.1900
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	15	0	8	16	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	7	15	0	8	16	0
Peak Hour Factor	0.9200	0.9200	0.9200	0.9200	0.9200	0.9200
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	2	4	0	2	4	0
Total Analysis Volume [veh/h]	8	16	0	9	17	0
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

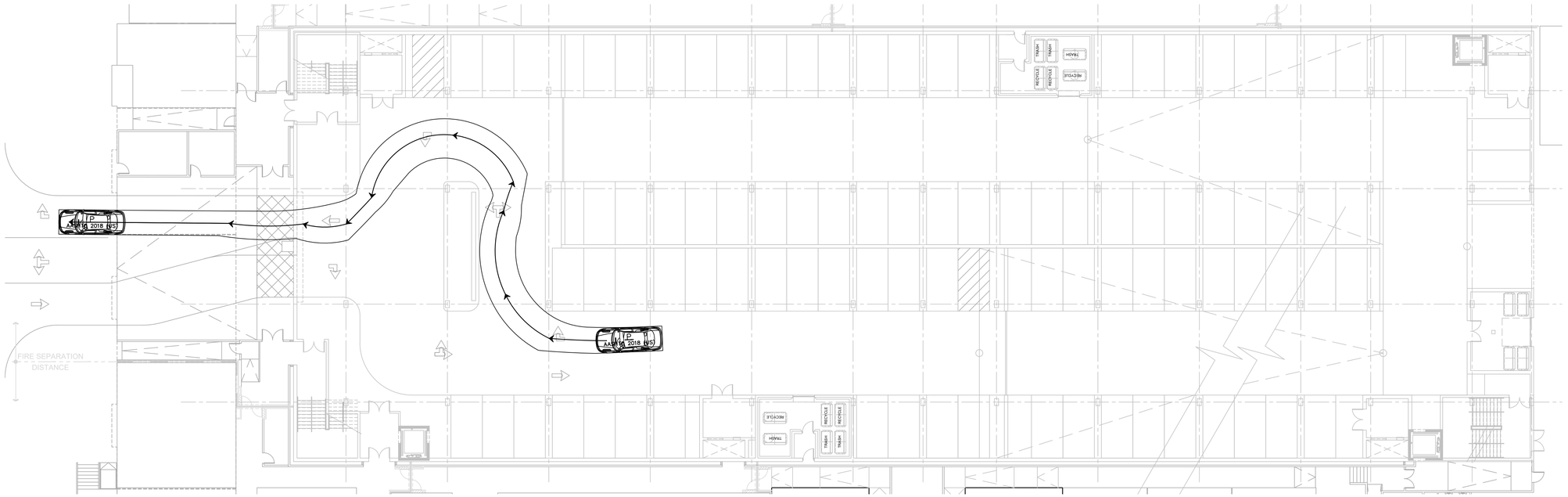
Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

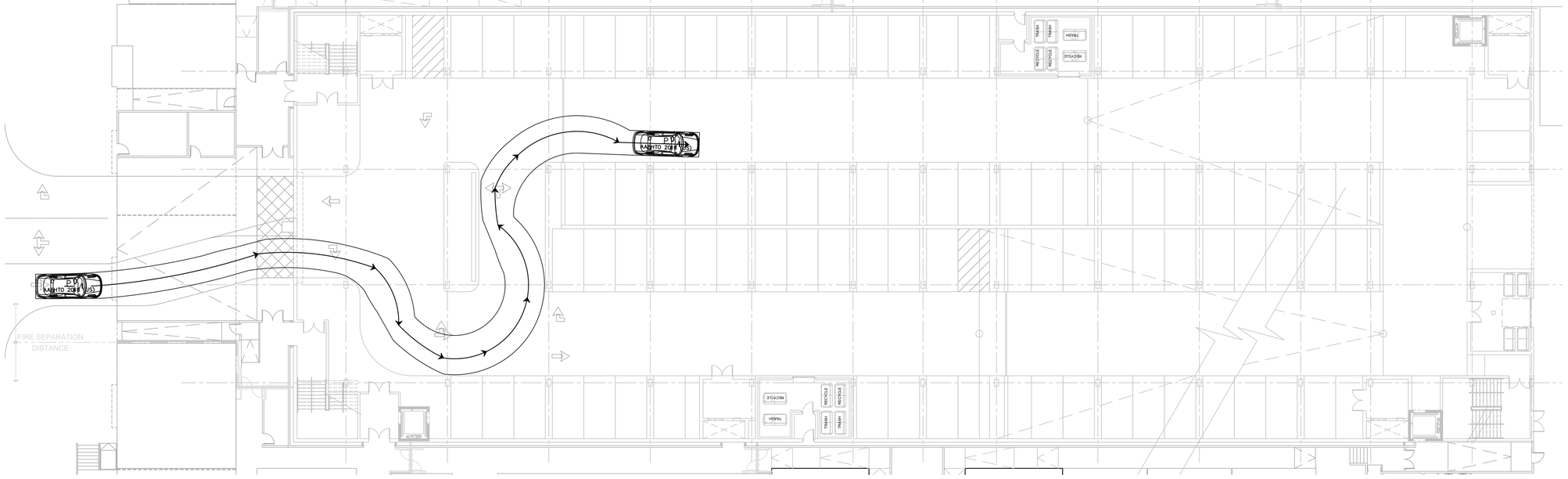
V/C, Movement V/C Ratio	0.01	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	8.82	8.42	0.00	0.00	7.26	0.00
Movement LOS	A	A	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.07	0.07	0.00	0.00	0.03	0.03
95th-Percentile Queue Length [ft/ln]	1.78	1.78	0.00	0.00	0.80	0.80
d_A, Approach Delay [s/veh]	8.55		0.00		7.26	
Approach LOS	A		A		A	
d_I, Intersection Delay [s/veh]	6.57					
Intersection LOS	A					

APPENDIX I

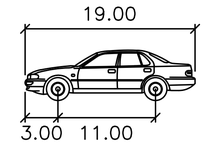
VEHICLE TURNING PATH EXHIBIT



2. Out-Bound Vehicle (19' length vehicle shown)



1. In-Bound Vehicle (19' length vehicle shown)



P

	feet
Width	: 7.00
Track	: 6.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.6

Vehicle Profile - N.T.S.

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VICTORIA BLVD APARTMENTS
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DECEMBER 13, 2021

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