



Traffic Study
for:

Mayfair High School Sports Fields Project In the City of Lakewood

August 6, 2025

Kimley»Horn

TRAFFIC STUDY
FOR THE PROPOSED
MAYFAIR HIGH SCHOOL
SPORTS FIELDS PROJECT

IN THE
CITY OF LAKEWOOD

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TRAFFIC STUDY MAYFAIR HIGH SCHOOL SPORTS FIELDS PROJECT IN THE CITY OF LAKEWOOD

INTRODUCTION

This traffic study has been prepared to evaluate the project-related traffic effects associated with the proposed Mayfair High School Sports Fields Project located at 6000 Woodruff Avenue in the City of Lakewood.

This study has been conducted in accordance with the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 2020). This study includes an evaluation of project-related effects on the surrounding roadway system.

Recent updates to the California Environmental Quality Act (CEQA) have shifted the primary criterion for evaluating transportation impacts from Level of Service (LOS) to Vehicle Miles Traveled (VMT). Consequently, this report includes both a non-CEQA and a CEQA component. The LOS analysis, conducted outside of CEQA, assesses the traffic-related effects on the surrounding roadway system. On the other hand, the VMT analysis has been prepared to evaluate transportation impacts in compliance with CEQA guidelines. This dual approach ensures a comprehensive evaluation of transportation effects for the proposed project.

PROJECT DESCRIPTION

The proposed project will demolish the existing practice and baseball fields at Mayfair High School and Middle School ("MHSMS") and in their place, will construct a new football field, track, bleachers with a capacity of 2,029 seats, baseball field, and a parking lot. The new fields will be utilized by the school to host both major and minor events. The Bellflower Unified School District ("The District") has established that a major event that would be hosted at the new fields is a varsity football game and a minor event that would be hosted is a soccer game or similar afterschool small games. The proposed parking lot will be used exclusively during these events and will be gated off during regular school hours and at all other times. The project, in its local setting, is shown on Figure 1. The project site plan is shown on Figure 2.

The project site is bounded by Allington Street to the North, Canehill Avenue to the East, Mayfair High School and Middle School and single-family housing to the West, and single-family housing to the South. Access to the new fields would be provided by a new driveway along Allington Street.



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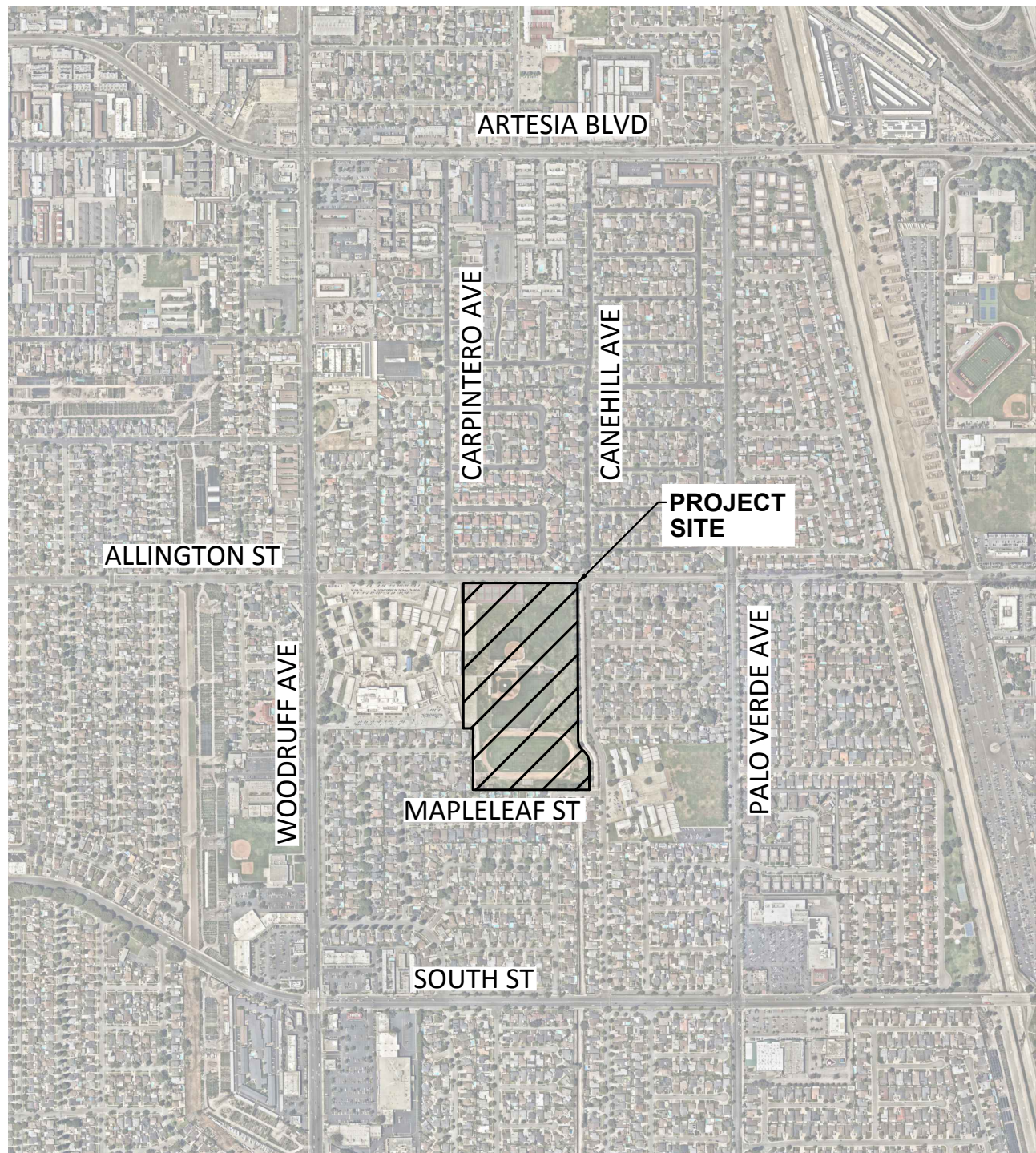


**FIGURE 1
VICINITY MAP**



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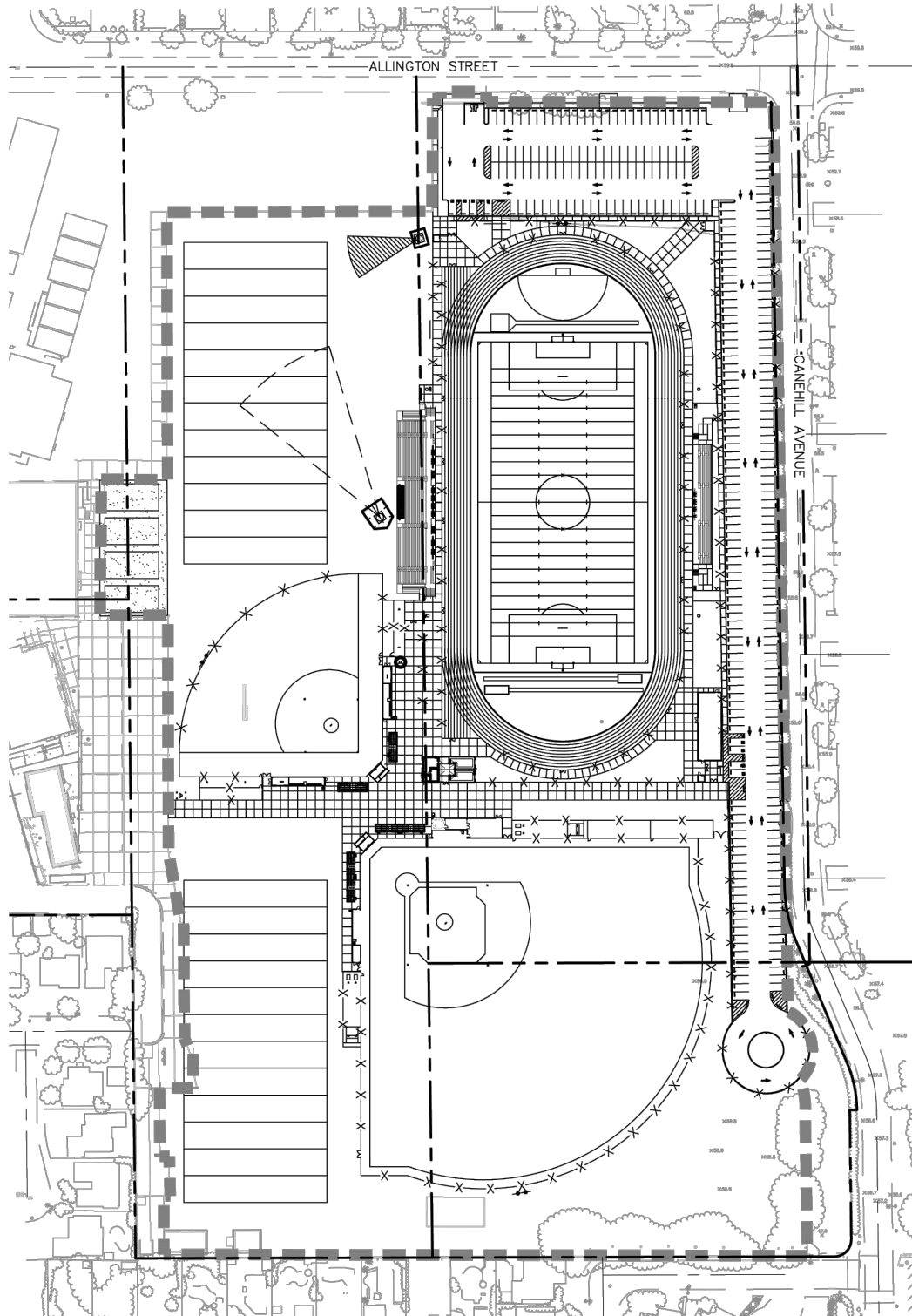


FIGURE 2
PROJECT SITE PLAN

ANALYSIS SCENARIOS AND METHODOLOGY

This traffic study has been prepared in accordance with the Los Angeles County Public Works Transportation Impact Analysis Guidelines (July 2020).

Analysis Scenarios

This traffic analysis evaluates traffic operating conditions for the following scenarios:

- Existing Conditions
- Existing plus Project Conditions with a Minor Event
- Existing plus Project Conditions with a Major Event

The following study intersections are included in the analysis:

1. Artesia Boulevard and Carpintero Avenue
2. Allington Street and Woodruff Avenue
3. Allington Street and Carpintero Avenue
4. Allington Street and Canehill Avenue
5. Allington Street and Palo Verde Avenue
6. Canehill Avenue and Mapleleaf Street
7. Canehill Avenue and South Street

The analysis also evaluates the following future project driveway:

- D1. Allington Street and Project Driveway

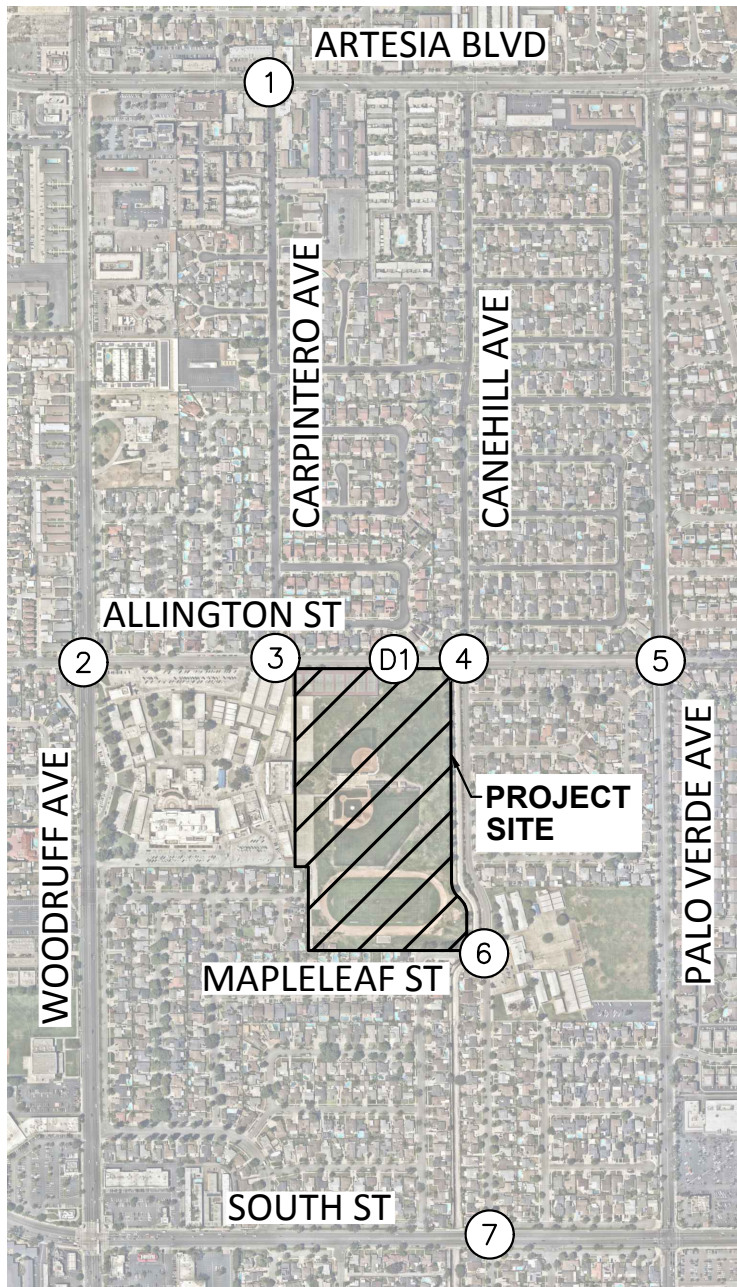
The study locations were established in consultation with the Cities of Lakewood and Bellflower staff through a coordination call and email correspondence. The study intersections, along with their existing lane configuration and traffic control, are shown on Figure 3.

Event Peak

The study utilized the peak hour of the trip generator (sporting events) for the analysis to evaluate the traffic-related effect of the minor and major events on the adjacent roadway network during typical arrival and departure timeframes from these events. Throughout this study, this will be referred to as “Event Peak”.



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway
	FUTURE INTERSECTION

**FIGURE 3
EXISTING LANE CONFIGURATION
AND TRAFFIC CONTROL**

LEGEND:

- = Study Intersection
- = Turn or Through Lane
- = Signal
- = Stop Sign
- D = De Facto Right-Turn

The major and minor event details were established in coordination with The District. Table 1 summarizes the event details that were used for analysis outlined in this report.

Table 1 - Minor and Major Event Peak

Event Type	Typical Event Day	Typical Event Time	Arrival Peak Hour	Departure Peak Hour
Minor Event	Weekday (Monday – Thursday)	3:30 PM – 5:00 PM	3:00 PM – 4:00 PM	5:00 PM – 6:00 PM
Major Event	Friday	7:00 PM – 9:30 PM	6:00 PM – 7:00 PM	9:00 PM – 10:00 PM

Intersection Analysis Methodology

Peak hour intersection operations at the study intersections were evaluated using the methods prescribed in the Highway Capacity Manual (HCM) 7th Edition, consistent with the requirements of the Los Angeles County Public Works.

The intersection analysis for the proposed project has been accomplished using the Synchro software program and using the specified input parameters outlined in the County's *Transportation Impact Analysis Guidelines*.

For signalized intersections, the HCM methodology estimates the average delay (in average seconds per vehicle) for each of the movements through the intersection, considering a number of factors, including number of lanes, volume of traffic, cycle length, and signal timing and phasing.

For unsignalized intersections, the HCM methodology determines the average total delay, expressed in seconds of delay per vehicle for left turns from the major street and from the stop-controlled minor street traffic stream for a two-way stop controlled (TWSC) intersection. Delay values are calculated based on the relationship between traffic on the major street and the availability of acceptable “gaps” in this stream through which conflicting traffic movements can be made. For TWSC intersections the LOS is based on the turning movement with the highest average delay.

The HCM delay forecast translates to an LOS designation, ranging from LOS A to LOS F. A summary description of each LOS and the corresponding delay is provided in the charts on the following page.

LEVEL OF SERVICE DEFINITIONS	
Level of Service	Description
A	No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized, and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. Occasionally drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted but not objectionably so.
D	This level encompasses a zone of increasing restriction, approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

LEVEL OF SERVICE CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS		
Level of Service	Signalized Intersection (Average delay per vehicle, in seconds) ¹	Unsignalized Intersections (Average delay per vehicle, in seconds) ²
A	≤ 10	0 – 10
B	> 10 – 20	> 10 – 15
C	> 20 – 35	> 15 – 25
D	> 35 – 55	> 25 – 35
E	> 55 – 80	> 35 – 50
F	> 80	> 50

¹ Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 19-8.

² Source: Highway Capacity Manual (HCM 7th Edition), Exhibit 20-2.

Performance Criteria and Significance Thresholds

For study intersections in the Cities of Lakewood and Bellflower, LOS D or better will be considered acceptable. If Project traffic causes operations at an intersection to go from acceptable (LOS D or better) to unacceptable (LOS E or F), the Project would have a significant project-related effect at the intersection. If the intersection is currently operating at an unacceptable LOS (LOS E or F) without Project traffic, it is assumed that there would be a significant project-related effect if project traffic causes one of the following conditions:

- Spill over from turn pockets into through lanes
- Spill over into intersections.

EXISTING TRANSPORTATION SYSTEM

Existing Roadway System

Regional access to the site is provided by Artesia Freeway (SR-91) and San Gabriel River Freeway (I-605), located approximately three-quarters of a mile to the north and east of the project site, respectively. Local access to the project vicinity is provided by local arterial roadways.

Allington Street is an east-west undivided roadway with two lanes in each direction. On-street parking is permitted, and Class II bike lanes are provided on both sides of the roadway. The posted speed limit is 35 miles per hour (mph). Allington Street is designated as a Secondary Highway in the City of Lakewood General Plan.

Woodruff Avenue is a north-south undivided roadway with two lanes in each direction. On-street parking is permitted, and Class II bike lanes are provided on both sides of the roadway. The posted speed limit is 40 mph north of Allington Street and 35 mph south of Allington Street. Woodruff Avenue is designated as a Major Highway in the City of Lakewood General Plan.

Artesia Boulevard is an east-west divided roadway with two lanes in each direction. On-street parking is permitted and there are no bike lanes provided on both sides of the roadway. The posted speed limit is 40 mph. Artesia Boulevard is designated as a Major Arterial in the City of Bellflower General Plan.

Carpintero Avenue is a north-south undivided roadway with one lane in each direction. On-street parking is permitted and there are no bike lanes provided on both sides of the roadway. The posted speed limit is 25 mph.

Canehill Avenue is a north-south undivided roadway with one lane in each direction. On-street parking is permitted and there are no bike lanes provided on both sides of the roadway. The posted speed limit is 25 mph.

Palo Verde Avenue is a north-south divided roadway with two lanes in each direction. On-street parking is prohibited and there are no bike lanes provided on both sides of the roadway. The posted speed limit is 40 mph. Palo Verde Avenue is designated as a Secondary Highway in the City of Lakewood General Plan.

Mapleleaf Street is an east-west undivided roadway with one lane in each direction. On-street parking is permitted and there are no bike lanes provided on both sides of the roadway. The posted speed limit is 25 mph.

South Street is an east-west divided roadway with two lanes in each direction. On-street parking is prohibited on both sides of the roadway and Class II bike lanes are provided between Woodruff Avenue and Studebaker Road. The posted speed limit is 40 mph. South Street is designated as a Major Highway in the City of Lakewood General Plan.

Existing Transit Service

Public transportation service for the immediate area is provided by Long Beach Transit. The bus stops located nearest to the project site are along Woodruff Avenue approximately 0.2 miles west of the project site. The following Long Beach Transit bus routes serve the project area:

Line 92 operates between the First Street Transit Gallery and Bellflower traveling along Woodruff Avenue in the project vicinity. On weekdays, Line 92 operates from approximately 5:00 AM to 11:34 PM with approximately 20-minute headways. On weekends and holidays, Line 492 operates westbound from approximately 5:05 AM to 11:36 PM with approximately 30-minute headways.

EXISTING OPERATING CONDITIONS

Existing Traffic Volumes

The intersection analysis was conducted during the anticipated event peak for minor and major event games as discussed in Table 1, previously mentioned.

Turning movements for the study intersections were collected on a typical weekday from 3:00 to 4:00 PM and 4:00 to 5:00 PM for the minor event peak and on a typical Friday from 6:00 to 7:00 PM and 9:00 to 10:00 PM for the major event peak. Both event peak turning movements were collected in May 2025, while schools were in session. The resulting existing traffic volumes for the minor event peak and major event peak are presented on Figure 4 and Figure 5, respectively. Traffic count data worksheets are provided in *Appendix A*.

Minor Event Peak Intersection Operations

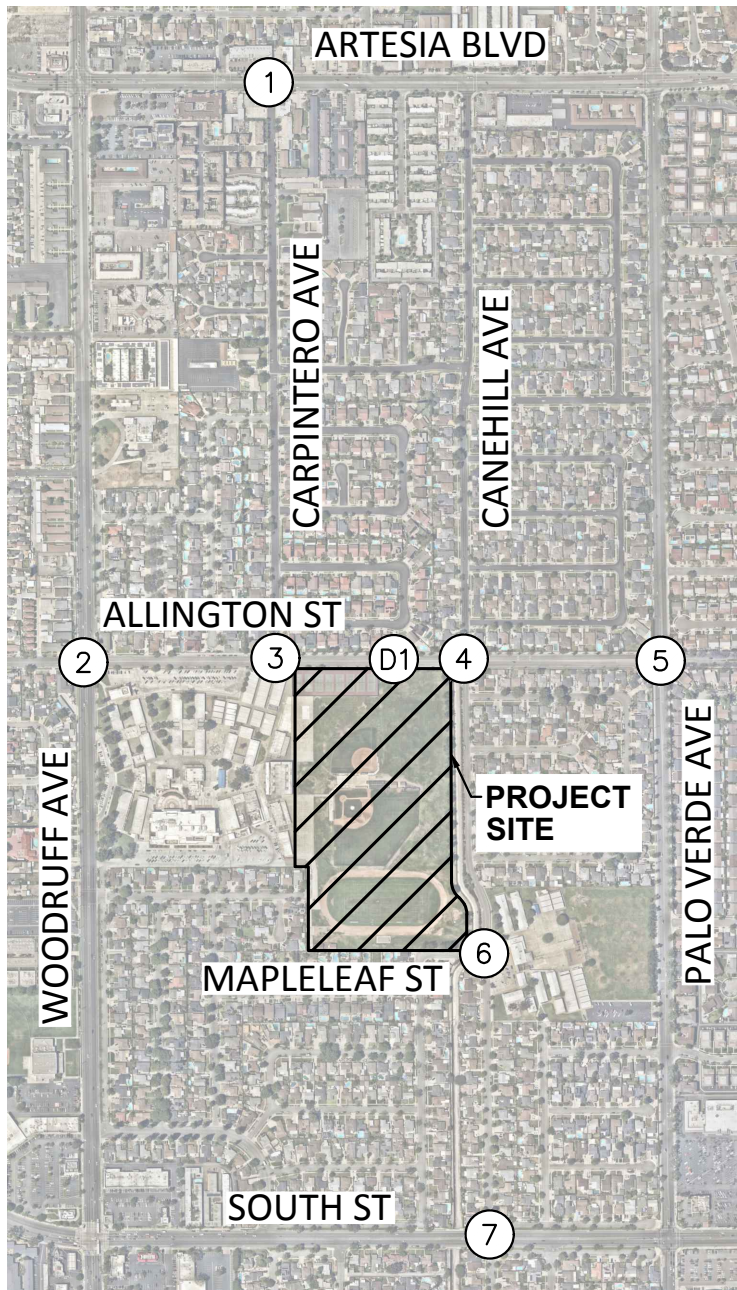
The intersection level of service analysis was conducted for the minor event peak using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions during the minor event peak are shown on Table 2. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service in the arrival and departure peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Major Event Peak Intersection Operations

The intersection level of service analysis was conducted for the major event peak using the analysis procedures and assumptions described previously in this report. The results of the intersection analysis for Existing Conditions during the major event peak are shown on Table 3. Review of this table indicates that all study intersections are currently operating at an acceptable Level of Service in the arrival and departure peak hours. Intersection analysis worksheets are provided in *Appendix B*.



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway
	FUTURE INTERSECTION

**FIGURE 4
EXISTING TRAFFIC VOLUMES -
MINOR EVENT PEAK**

LEGEND:

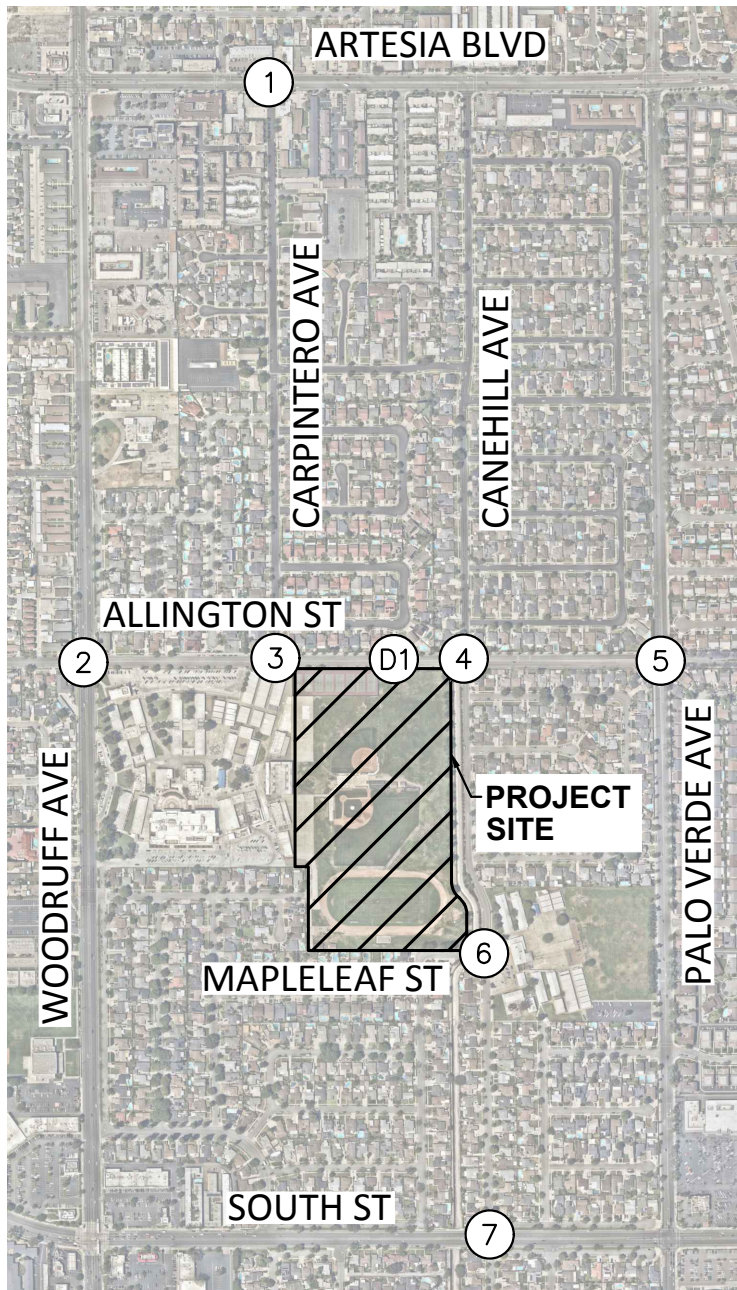


= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway
	FUTURE INTERSECTION

**FIGURE 5
EXISTING TRAFFIC VOLUMES -
MAJOR EVENT PEAK**

LEGEND:



= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes

TABLE 2
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS - MINOR EVENT PEAK

Int. #	Intersection	Traffic Control	Arrival Peak Hour		Departure Peak Hour	
			Delay	LOS	Delay	LOS
1	Artesia Blvd and Carpintero Ave	U	15.9	C	19.3	C
2	Allington St and Woodruff Ave	S	13.3	B	13.1	B
3	Allington St and Carpintero Ave	U	12.2	B	12.2	B
4	Allington St and Canehill Ave	U	14.7	B	10.8	B
5	Allington St and Palo Verde Ave	S	10.9	B	11.9	B
6	Canehill Ave and Mapleleaf St	U	8.7	A	7.6	A
7	Canehill Ave and South St	S	11.1	B	11.5	B
8	Allington St and Project Driveway	U	Future Intersection			

Notes:

- Intersection operation is expressed in average delay for signalized intersections and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 3
SUMMARY OF INTERSECTION OPERATION
EXISTING CONDITIONS - MAJOR EVENT PEAK

Int. #	Intersection	Traffic Control	Arrival Peak Hour		Departure Peak Hour	
			Delay	LOS	Delay	LOS
1	Artesia Blvd and Carpintero Ave	U	17.4	C	10.9	B
2	Allington St and Woodruff Ave	S	12.0	B	9.2	A
3	Allington St and Carpintero Ave	U	10.9	B	9.9	A
4	Allington St and Canehill Ave	U	9.4	A	8.5	A
5	Allington St and Palo Verde Ave	S	10.5	B	10.3	B
6	Canehill Ave and Mapleleaf St	U	7.3	A	7.2	A
7	Canehill Ave and South St	S	11.3	B	9.3	A
8	Allington St and Project Driveway	U	Future Intersection			

Notes:

- Intersection operation is expressed in average delay for signalized intersections and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TRIP GENERATION

Project Trip Generation

Mayfair High School currently hosts its sports games at Ron Yary Stadium located at Bellflower High School, which has a bleacher capacity of 8,000 seats. With the proposed project, the school intends to host home games at the new fields, which will have a proposed bleacher capacity of 2,029 seats. Although trip generation estimates are typically based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, this analysis focuses on trips generated specifically by the anticipated increase in attraction to the proposed high school sports field and bleachers, which are not typical land uses within the ITE manual. As such, the trip estimates were developed based on empirical data. Since this analysis was completed outside of the typical sporting event seasons, the number of attendees at such sporting events was not conducted. In lieu of conducting sporting event counts, this analysis utilized the attendance records provided by The District based on actual event attendance records for the past three years. It should be noted that the trip generation estimates do not include coaches and players. It is assumed that coaches and players would arrive earlier than attendees and therefore would not generate trips during the arrival and departure peak hours. An evaluation of the attendance records and anticipated trips generated by both minor and major event types is provided below.

Minor Event

A minor event is assumed to be a smaller scale sporting event such as a junior football or soccer game. These events are typically scheduled on a weekday between Monday and Thursday from 3:30 to 5:00 PM. Attendees typically arrive at the games between 3:00 to 4:00 PM and depart between 5:00 and 6:00 PM. Based on the information provided by The District, the average number of attendees at these games is currently 50 people. Despite the sports field renovations, it is noted that there wouldn't be a significant increase in attendance due to the nature of these games. However, for the purposes of this study, it is conservatively anticipated that attendance will increase by 20%, totaling approximately 60 attendees. Although it is expected that some attendees will stay after school rather than driving in to attend these games, a reduction in attendee count was conservatively not applied to account for those departing from the school during the departure time, who would generate trips during the departure peak. Additionally, a reduction in attendee count was conservatively not applied for those who choose to walk or bike to the games, as attendees of these games are primarily parents who are anticipated to drive to the games instead of walking or biking and pick up their children after the game is over. It should be noted that a minor event could occur on a weekend, however, adjacent street traffic is typically highest on a weekday. As such, this analysis is a worst-case scenario, and the occurrence of a weekend event is not anticipated to result in new impacts.

Major Event

A major event is assumed to be a varsity football game, which is scheduled on Fridays at 7:00 PM. There are approximately six home games per season. Attendees typically arrive between 6:00 and 7:00 PM and depart between 9:00 and 10:00 PM. The number of trips anticipated to be generated by the proposed project for a major event was approximated using the varsity football game ticket sales against schools in the same league as Mayfair High School Football team, summarized in Appendix C. As shown in Appendix C, the average number of direct ticket sales for a home football game over the last three years was 604 tickets. In addition to direct ticket sales, students have the option to purchase an Associated Student Body (ASB) card that provides free access to home games throughout the year as well as other benefits. Based on the information in Appendix C, an average of 345 students purchased this card per year. For the purposes of this analysis, it was assumed that 80% of the ASB ticket holders attended every game for a total of 276 attendees. This results in a total of 880 attendees for a typical home game. The results of the current average attendees are listed in Table 4.

Table 4 – Current Average Attendees per Major Event

Average Direct Ticket Sales	604
Average ASB Yearly Ticket Sales	345
Assumed ASB Ticket Holder Attendees (80%)	276
Total Current Average Attendees	880

For the proposed condition, it was assumed that the addition of the facilities at the high school will lead to an increase in attendance. Based on discussion with The District, a 30% increase in attendance was assumed, for a proposed average attendance of 1,144. The new football field will also offer greater convenience for local students and game attendees. As a result, football players and coaches can stay after school, and some attendees may choose to walk or bike to the games. Based on information provided by The District about the number of students that regularly take non-vehicular modes of transportation to the school, a 20% “Local Attendee Reduction” was applied to account for attendees that would not generate vehicular traffic during the event peaks. Therefore, the net proposed average attendance would be 915 attendees for a typical home game. The results of the total proposed average attendees are listed in Table 5.

Table 5 – Proposed Average Attendees per Home Game (Major Event)

Total Current Average Attendees	880
Anticipated Increase in Attendance (30%)	264
Proposed Average Attendees	1,144
Local Attendee Reduction (20%)	- 229
Total Proposed Average Attendees	915

It should be noted that the existing Ron Yary stadium has a capacity of 8,000 seats with 880 average attendees, while the proposed bleachers would have a capacity of 2,029 seats and 1,144 average attendees. Based on the data provided by The District, a typical event is not expected to reach full capacity.

To determine the average vehicle occupancy for trips heading to the football games, a literature review of traffic studies related to high school football stadiums was completed. Previous traffic studies, including a Valley High Sports Complex (Garland Assoc. 2014) and St Vincent Sports Complex (Missiman Inc. 2013), observed average vehicle occupancy of 5.0 and 4.0, respectively, for their evening and weekend events. However, a study conducted in 2022 for a high school stadium lighting project in Carmel, CA¹ observed an average occupancy of 3.24 persons per vehicle. Therefore, a 3.24 vehicle occupancy was conservatively assumed for the major events.

For minor events, due to the event timeframe and typical attendees, it can be assumed that patrons consist of students' parents, who would be commuting from work or home, and less likely to carpool compared to a major event. As such, a vehicle occupancy rate of 1.5 was assumed for minor events.

Taking into account the occupancy rates discussed above, the total vehicles anticipated for a minor and a major event are 40 and 283, respectively (see Table 6). For trip generation purposes, it is assumed that all vehicles will arrive during the arrival peak hour and depart during the departure peak hour. The resulting trip generation estimates for the Event Peaks are shown in Table 7.

Table 6 – Event Peak Vehicle Estimates

	Minor Event	Major Event
Total Proposed Average Attendees	60	915
Vehicle Occupancy Rate	1.5	3.24
Total Vehicles Per Event Peak Hour	40	283

Trip Distribution and Assignment

Trip distribution assumptions for the project traffic were based on a review of the MHSMS boundary, existing travel patterns, and the likely origins and destinations of the project. The assumptions are shown on Figure 6. The resulting project-related traffic volumes for the minor and major Events are shown on Figure 7 and Figure 8, respectively.

¹ Carmel High School Stadium Lighting VMT Assessment. Hexagon Transportation Consultants, Inc. August 11, 2022

TABLE 7
SUMMARY OF PROJECT TRIP GENERATION
MAYFAIR HIGH SCHOOL SPORTS FIELD PROJECT

Event Type	Trip Generation Estimates ¹						
	Arrival Peak Hour			Departure Peak Hour			Daily ⁴
	In	Out	Total	In	Out	Total	
Minor Event ²	40	0	40	0	40	40	80
Major Event ³	283	0	283	0	283	283	566

¹ Trip generation estimates are based on an evaluation of historic attendance records provided by The District.

² For a Minor Event, arrival and departure peak hours are on a typical weekday (Monday - Thursday) from 3:00 PM to 4:00 PM (arrival) and 5:00 PM to 6:00 PM (departure).

³ For a Major Event, arrival and departure peak hours are on a typical Friday from 6:00 PM to 7:00 PM (arrival) and 9:00 PM to 10:00 PM (departure).

⁴ The proposed parking lot will be used exclusively during events and is not open at any other time during the week, therefore the daily trips are assumed to be the sum of arrival and departure trips for each event type.



NOT TO SCALE

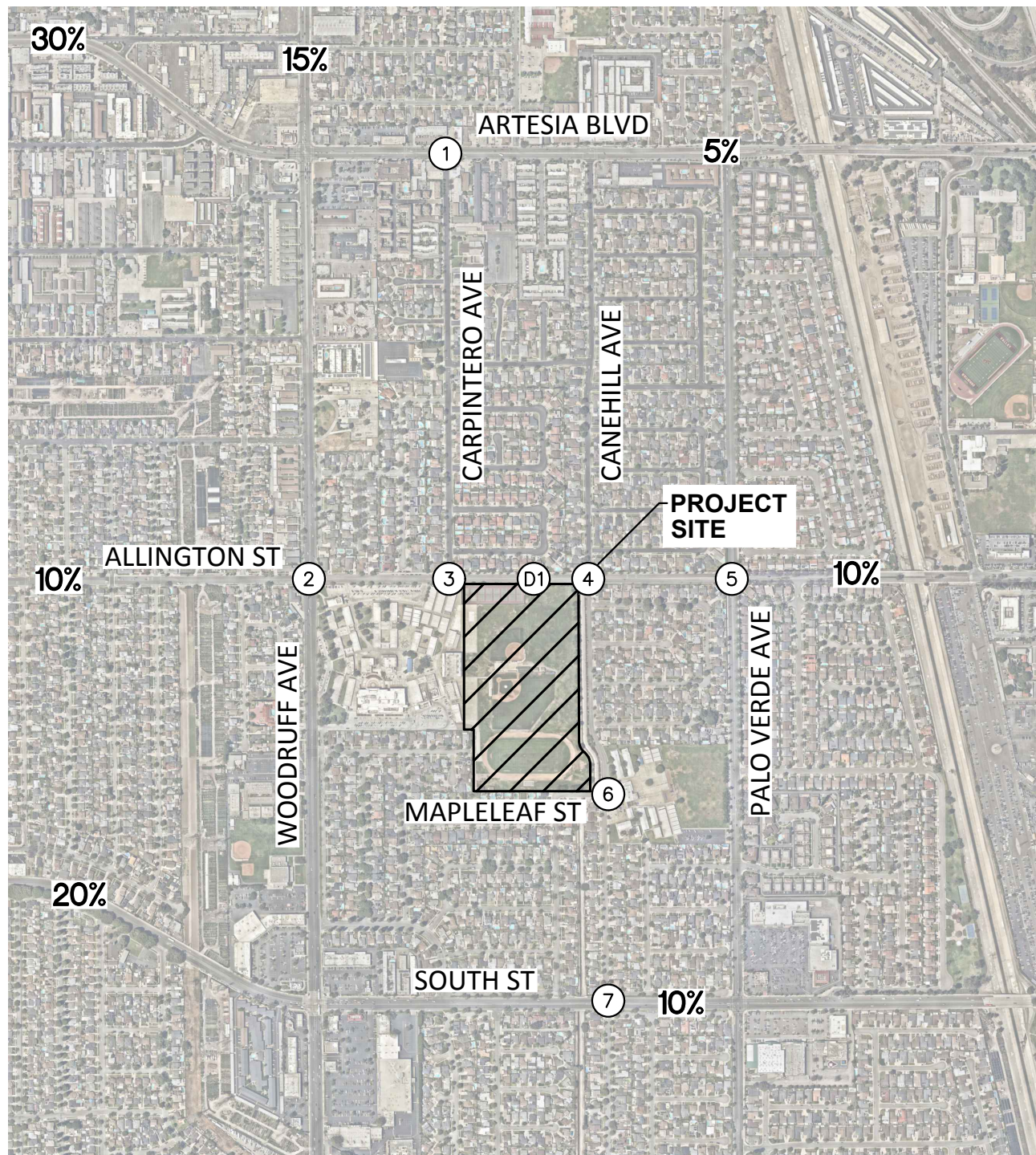


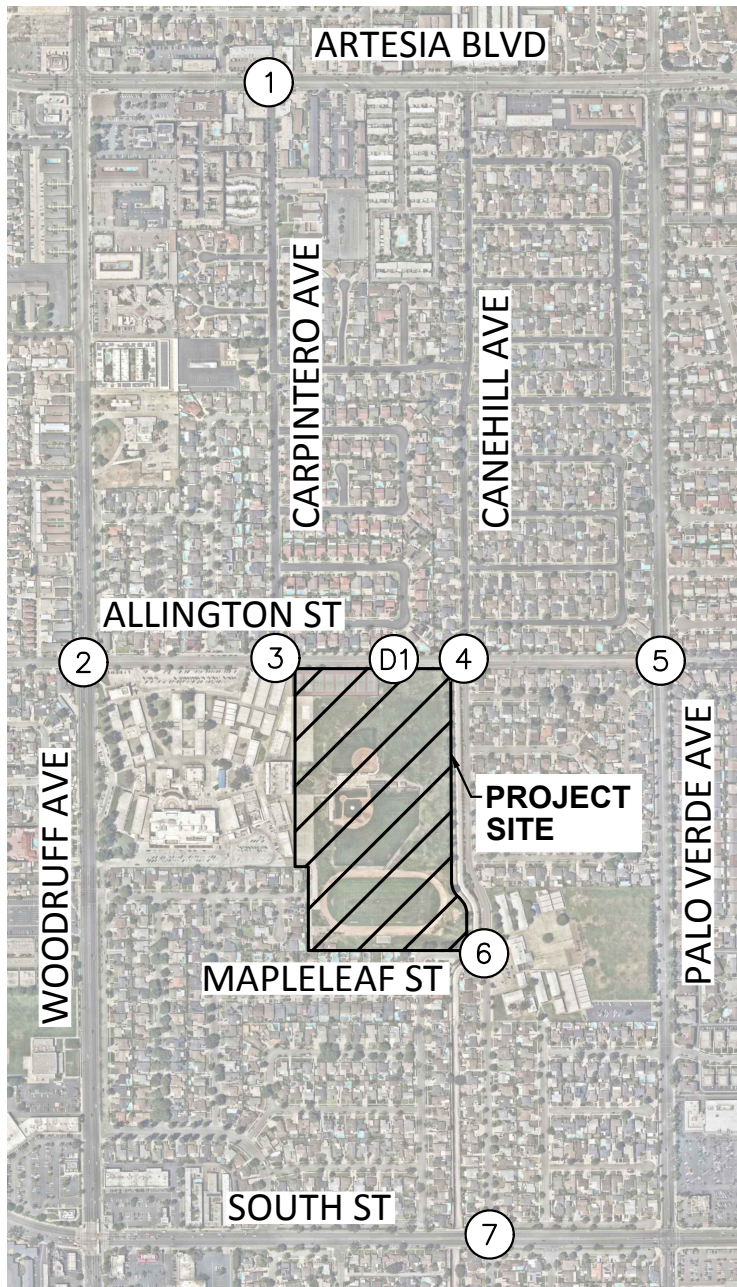
FIGURE 6
PROJECT TRIP DISTRIBUTION

LEGEND:

-  = Study Intersection
- XX%** = Trip Distribution Percentage



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway

FIGURE 7
PROJECT-RELATED TRAFFIC
VOLUMES - MINOR EVENT

LEGEND:

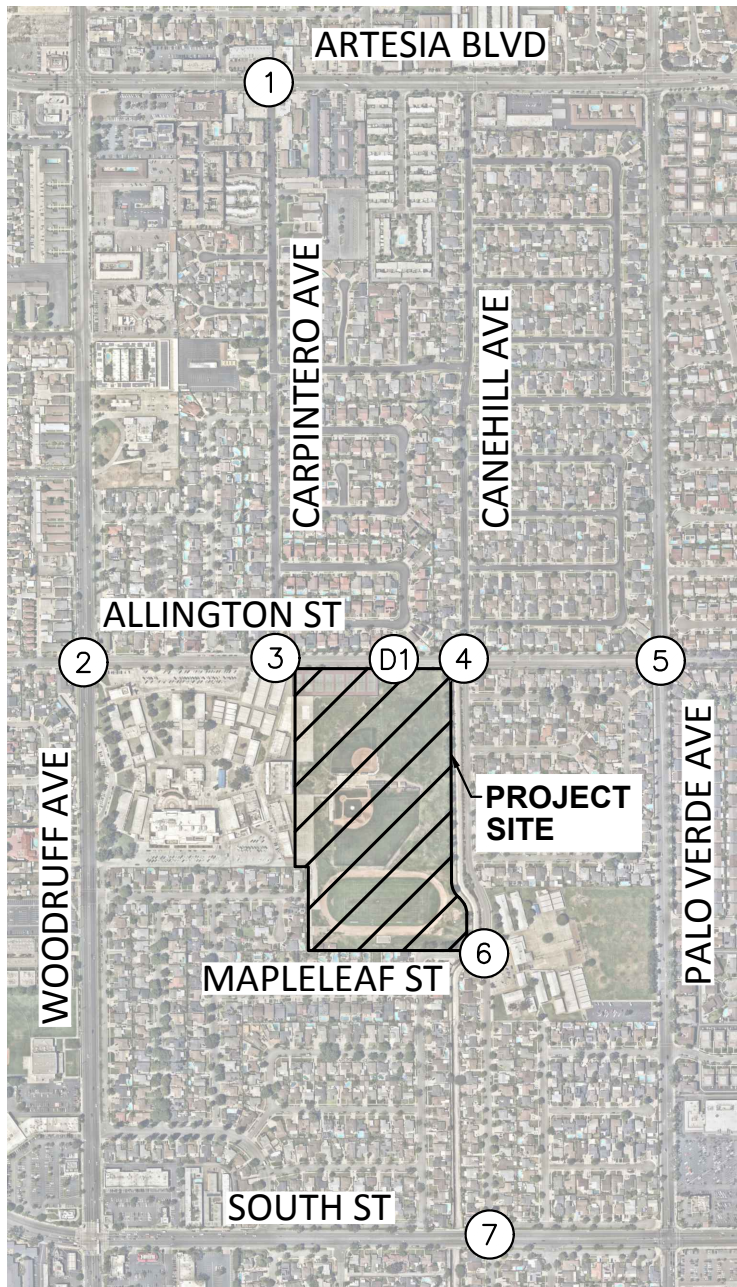


= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
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**FIGURE 8
PROJECT-RELATED TRAFFIC
VOLUMES - MAJOR EVENT**

LEGEND:



= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes

EXISTING PLUS PROJECT CONDITIONS

Existing Plus Project Traffic Volumes

Project-related traffic volumes for the minor event were added to the Existing Minor Event Peak traffic volumes to develop Existing Plus Minor Event forecasts. Similarly, project-related traffic for the major event was added to the Existing Major Event Peak traffic volumes to develop Existing Plus Major Event forecasts. The resulting Existing Plus Minor Event and Existing Plus Major Event traffic volumes are shown on Figure 9 and Figure 10, respectively.

Minor Event Peak Intersection Operations

The intersection level of service analysis results for the Existing Plus Minor Event are shown on Table 8. Review of this table indicates that all study area intersections would continue to operate at an acceptable level of service with the addition of minor event traffic during the arrival and departure peak hours. Intersection analysis worksheets are provided in *Appendix B*.

Major Event Peak Intersection Operations

The intersection level of service analysis results for the Existing Plus Major Event are shown on Table 9. Review of this table indicates that all traffic study area intersections would continue to operate at an acceptable level of service in the peak hours with the addition of major event traffic during the arrival and departure peak hours. Intersection analysis worksheets are provided in *Appendix B*.

SITE ACCESS AND CIRCULATION

Access to the project site would be provided through one proposed full-movement unsignalized driveway along Allington Street.

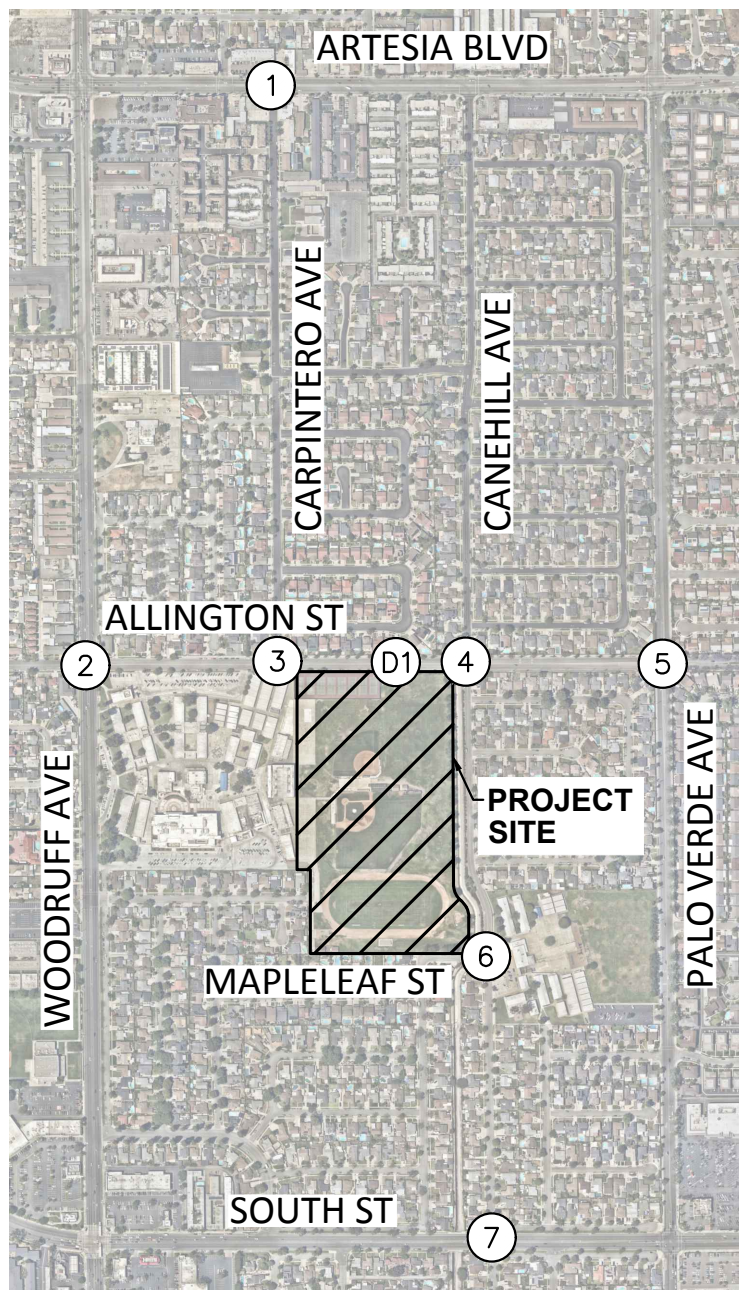
RECOMMENDED IMPROVEMENTS

Intersection Improvements

Based on the Level of Service standards and project-related effects thresholds discussed previously, intersection improvements are not required at any of the study intersections.



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway

LEGEND:



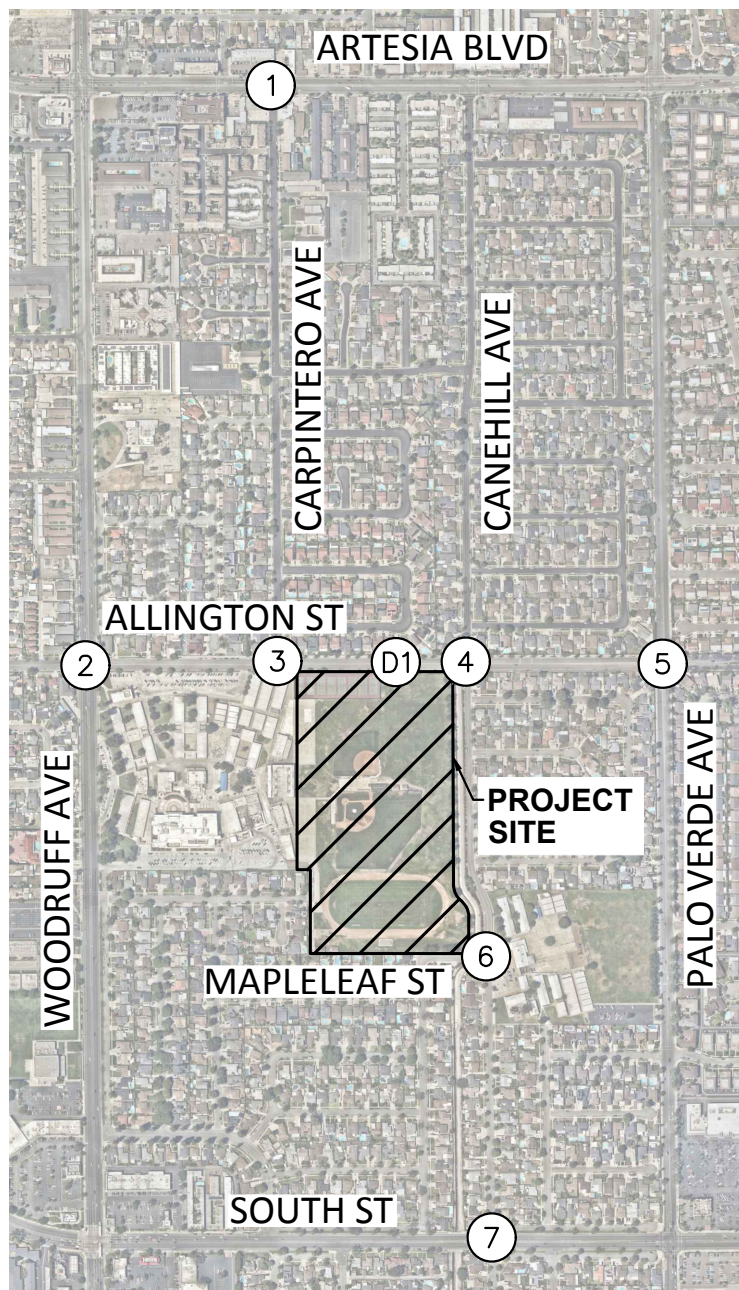
= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes

**FIGURE 9
EXISTING PLUS MINOR EVENT
TRAFFIC VOLUMES**



NOT TO SCALE



1. Artesia Blvd and Carpintero Ave	2. Allington St and Woodruff Ave
3. Allington St and Carpintero Ave	4. Allington St and Canehill Ave
5. Allington St and Palo Verde Ave	6. Canehill Ave and Mapleleaf St
7. Canehill Ave and South St	D1. Allington St and Project Driveway

LEGEND:



= Study Intersection

XX/YY = Arrival/Departure
Peak Hour Turning
Movement Volumes

**FIGURE 10
EXISTING PLUS MAJOR EVENT
TRAFFIC VOLUMES**

TABLE 8
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS - MINOR EVENT PEAK

Int. #	Intersection	Arrival Peak Hour						Departure Peak Hour					
		Without Project		With Project		Change Delay	Sig Impact?	Without Project		With Project		Change Delay	Sig Impact?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Artesia Blvd and Carpintero Ave	15.9	C	15.9	C	0.0	No	19.3	C	20.6	C	1.3	No
2	Allington St and Woodruff Ave	13.3	B	13.3	B	0.0	No	13.1	B	13.5	B	0.4	No
3	Allington St and Carpintero Ave	12.2	B	12.9	B	0.7	No	12.2	B	12.5	B	0.3	No
4	Allington St and Canehill Ave	14.7	B	15.0	B	0.3	No	10.8	B	10.9	B	0.1	No
5	Allington St and Palo Verde Ave	10.9	B	10.9	B	0.0	No	11.9	B	11.9	B	0.0	No
6	Canehill Ave and Mapleleaf St	8.7	A	8.7	A	0.0	No	7.6	A	7.6	A	0.0	No
7	Canehill Ave and South St	11.1	B	11.1	B	0.0	No	11.5	B	11.5	B	0.0	No
8	Allington St and Project Driveway	-	-	0.3	A	-	-	-	-	12.3	B	-	-

Notes:

- Intersection operation is expressed in average delay for signalized intersections and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

TABLE 9
SUMMARY OF INTERSECTION OPERATION
EXISTING PLUS PROJECT CONDITIONS - MAJOR EVENT PEAK

Int. #	Intersection	Arrival Peak Hour						Departure Peak Hour					
		Without Project		With Project		Change Delay	Sig Impact?	Without Project		With Project		Change Delay	Sig Impact?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Artesia Blvd and Carpintero Ave	17.4	C	17.4	C	0.0	No	10.9	B	12.6	B	1.7	No
2	Allington St and Woodruff Ave	12.0	B	12.5	B	0.5	No	9.2	A	11.5	B	2.3	No
3	Allington St and Carpintero Ave	10.9	B	13.4	B	2.6	No	9.9	A	11.3	B	1.5	No
4	Allington St and Canehill Ave	9.4	A	10.0	A	0.6	No	8.5	A	8.6	A	0.1	No
5	Allington St and Palo Verde Ave	10.5	B	10.6	B	0.1	No	10.3	B	10.6	B	0.3	No
6	Canehill Ave and Mapleleaf St	7.3	A	7.4	A	0.1	No	7.2	A	7.3	A	0.1	No
7	Canehill Ave and South St	11.3	B	11.3	B	0.0	No	9.3	A	9.4	A	0.1	No
8	Allington St and Project Driveway	-	-	2.0	A	-	-	-	-	12.1	B	-	-

Notes:

- Intersection operation is expressed in average delay for signalized intersections and unsignalized intersections.
- Delay values for unsignalized intersections represent the average vehicle delay on the worst (highest delay) intersection approach.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

Senate Bill 743 (SB 743) was approved by California legislature in September 2013. SB 743 requires changes to California Environmental Quality Act (CEQA), specifically directing the Governor's Office of Planning and Research (OPR) to develop alternative metrics to the use of vehicular "Level of Service" (LOS) for evaluating transportation projects. OPR has prepared a technical advisory ("OPR Technical Advisory") for evaluating transportation impacts in CEQA and has recommended that Vehicle Miles Traveled (VMT) replace LOS as the primary measure of transportation impacts. The Natural Resources Agency has adopted updates to CEQA Guidelines to incorporate SB 743 that requires VMT for the purpose of determining a significant transportation impact under CEQA.

Vehicle Miles Traveled Assessment

As previously discussed, currently, sporting events for Mayfair High School are held at Bellflower High School's Ron Yary Stadium. The proposed project will consist of a new football field, track, bleachers, baseball field, and parking lot in order to host sporting events. Upon completion of this project, attendees will redirect their travel from Ron Yary Stadium to the new facilities at MHMS. Although the traffic to these events is anticipated to include some non-local attendees, it is expected that the majority will be local residents attending their local school sporting events. Consequently, the following discussion focuses on the average trip length for these local attendees.

To quantify the anticipated change in travel, the distance from the centroid of the MHSMS boundary to the existing Ron Yary stadium and the proposed MHSMS sports fields were compared. The distance to each point is shown on Figure 11 and summarized in Table 10. As shown in Table 10, local attendees are currently traveling an average of 2.1 miles to attend sporting events at Ron Yary stadium and would travel an average of 0.8 miles to attend sporting events at the proposed sports fields. This would result in an average trip length reduction of 1.3 miles on average.

Table 10 – Summary of Average Trip Length

	Average Trip Length
MHSMS Centroid to Ron Yary Stadium	2.1 miles
MHSMS Centroid to Proposed Sports Fields	0.8 miles



NOT TO SCALE

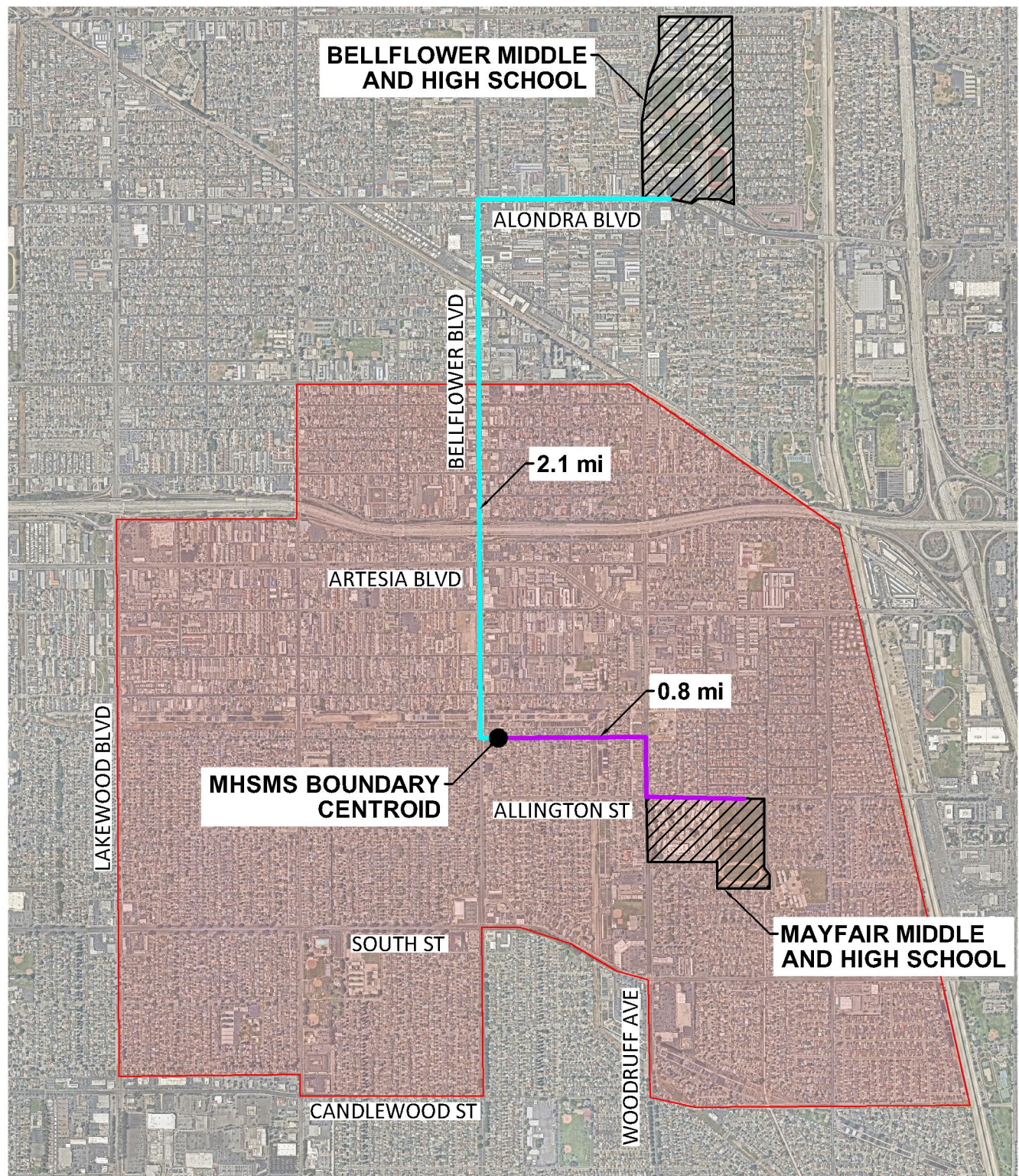


FIGURE 11
AVERAGE TRIP LENGTH

Vehicle Miles Traveled Screening

The Los Angeles County Public Works *Transportation Impact Analysis Guidelines* (July 2020) provide details on appropriate screening thresholds that can be used to identify when a proposed land use project is anticipated to result in a less-than-significant impact without conducting a more detailed level analysis. Screening thresholds are broken down into the following four criteria:

1. Non-Retail Project Trip Generation Screening
2. Retail Project Site Plan Screening
3. Proximity to Transit Screening
4. Residential Land Use Screening

Land development projects that meet one or more of the above screening thresholds may be presumed to create a less-than-significant impact on transportation and circulation. The following screening criteria was evaluated.

Non-Retail Project Trip Generation Screening

Per the Los Angeles County guidelines, a project would be considered to have a less-than significant transportation impact if the project is anticipated to generate a net increase of less than 110 daily vehicle trips. As mentioned previously, the proposed project involves relocating sporting events from Ron Yary Stadium to the new MHSMS football field, which is 2 miles south. As such, most of the trips are already occurring within the local vicinity.

Table 11 below compares the total vehicles for football games at Ron Yary Stadium with those at MHSMS. Under current conditions, there are 272 vehicles per event at Ron Yary Stadium, compared to 283 vehicles per event under the proposed project conditions, resulting in a net increase of 11 vehicles per event. This would equate to an average trip increase per day of approximately 22 trips (11 arrival and 11 departure trips) for Friday night football games. It is also noted that since the football games are proposed to be held at the new field within the school boundary, an increase in attendance will primarily be from local attendees and is not anticipated to increase VMT.

Table 11 – Current Conditions and Project Conditions Daily Vehicle Trips

	Current Conditions ¹	Project Conditions
Total Average Attendees	879	914
Vehicle Occupancy Rate	3.24	
Total Vehicles Per Event	272	283
Net Increase in Vehicles Per Event		11
Net Increase in Daily Vehicle Trips Per Event		22

¹ Current conditions for football games played at Ron Yary Stadium

Therefore, the proposed project would generate a net increase of less than 110 daily trips and can be presumed to have a less-than-significant transportation impact. The Non-Retail Project Trip Generation Screening is met.

PARKING ASSESSMENT

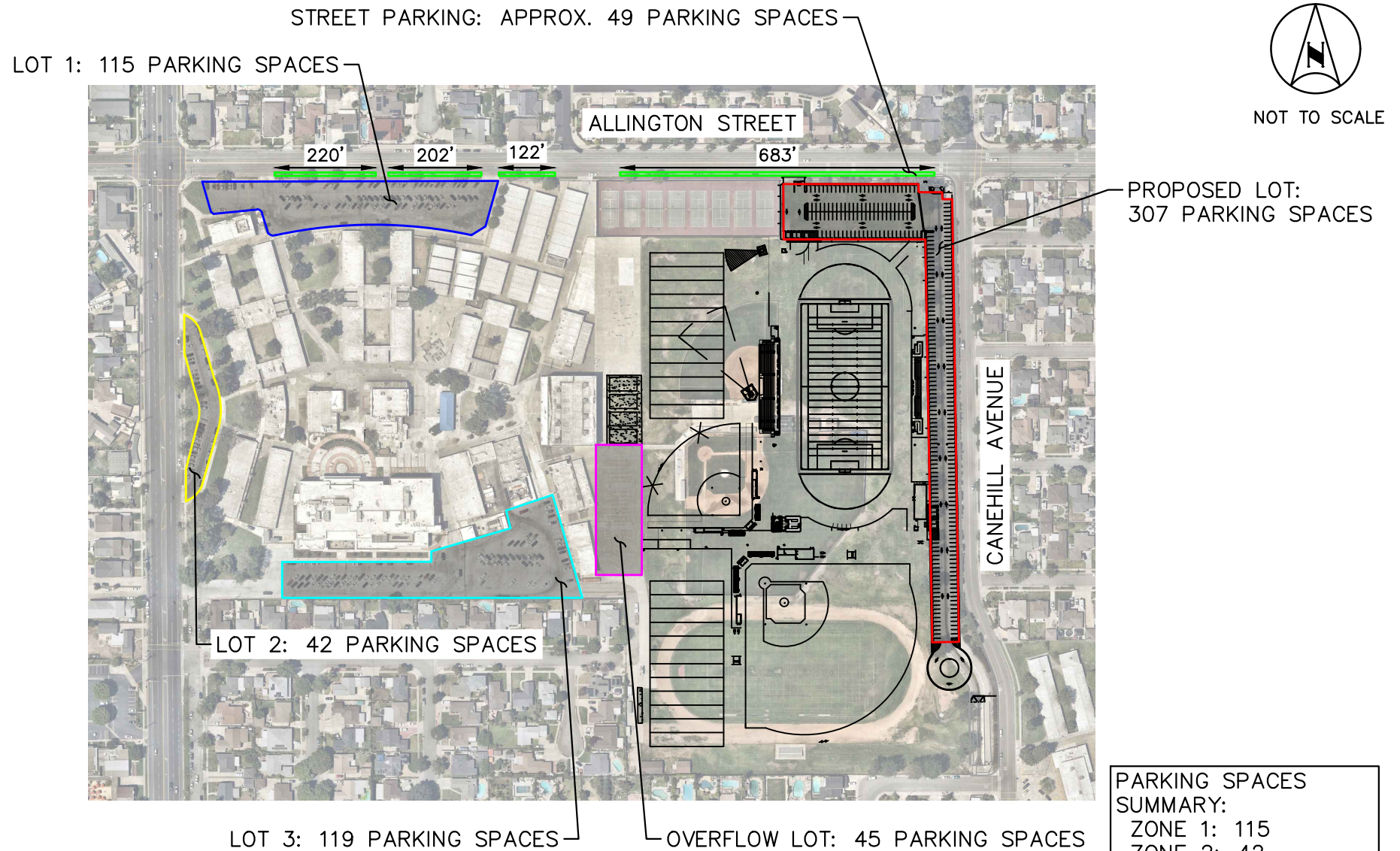
Based on coordination with Cities of Lakewood and Bellflower staff, a parking assessment has been prepared to demonstrate that the proposed parking supply will provide sufficient parking during the events planned at the proposed Mayfair High School Sports Field. As part of the proposed project, a parking lot will be constructed that will be used exclusively during events outlined in this study and will be gated off during regular school hours and at all other times. In addition, these events will provide parking free of charge. As such, vehicles are not anticipated to back up onto public streets waiting for an attendant to purchase parking. The existing and proposed parking areas for the project site are shown on Figure 12.

County of Los Angeles Parking Requirements

The County of Los Angeles Municipal Code has established regulations regarding minimum parking requirements for all development sites, based on the type of land use. The County's parking requirements for the proposed project, as indicated in Section 22.112.070 of the County's Municipal Code, are as follows:

Entertainment, Assembly, and Dining Uses

- Theaters, auditoriums, lodge rooms, stadiums, or other places of amusement and entertainment, not otherwise listed in this Chapter.
 - o 1 space per 3 persons based on the occupant load of all indoor and outdoor areas. A minimum of 10 spaces is required for each use.



PARKING SPACES SUMMARY:	
ZONE 1:	115
ZONE 2:	42
ZONE 3:	119
OVERFLOW LOT:	45
STREET PARKING:	49
PROPOSED LOT:	307
TOTAL:	677

FIGURE 12
EXISTING AND PROPOSED MHSMS
PARKING AREAS

Required Parking – Typical Major Event

Based on the trip generation calculations outlined previously in this report, after accounting for attendees that will be biking or walking to events, the average number of attendees driving to a Major Event is 915 attendees. Per the parking requirements noted above, the proposed parking requirement for a typical Major Event would be 305 parking spaces. The proposed parking lot would provide 307 parking spaces, resulting in a surplus of 2 parking spaces for a typical Major Event. A summary of the County's parking requirements for a typical Major Event at the site is provided on Table 12.

Required Parking – Maximum Occupant Load

In order to evaluate the worst-case scenario for parking, the County's requirement was compared against the full occupancy of the bleachers. The proposed bleachers will have a 1,511-seat capacity on the home side and a 518-seat capacity on the visitor side, for a total of 2,029 seating capacity. Per the parking requirements noted previously, the proposed parking requirement for the maximum occupant load would be 677 parking spaces. Per Figure 12, the proposed parking lot would provide 307 parking spaces in addition to the 370 existing parking spaces on-site and along Allington Street. It should be noted that Allington Street parking is limited to 15 minutes from 7:00 AM to 3:00 PM. Events planned at this facility would occur outside of this parking restriction time period. This would result in an overall proposed parking supply of 677 parking spaces, satisfying the parking requirement of 677 parking spaces. A summary of the County's parking requirements for the maximum occupant load at the site is provided on Table 13.

It should be noted that an event of this magnitude is not anticipated to occur at this facility, as larger games will continue to be hosted at Ron Yary Stadium. However, this analysis is provided as a worst-case scenario to evaluate the overall parking of the project site.

TABLE 12 SUMMARY OF PARKING REQUIREMENTS TYPICAL MAJOR EVENT			
Building / Use	Quantity	Parking Code ¹	Required Parking
Entertainment, Assembly, and Dining Uses			
Theaters, auditoriums, lodge rooms, stadiums, or other places of amusement and entertainment	915	0.33	305
	TOTAL Parking Required		305
	TOTAL Proposed Parking Provided		307
	Parking Surplus (Deficit)		2
¹ Source: County of Los Angeles Municipal Code, Section 22.112.070			

TABLE 13 SUMMARY OF PARKING REQUIREMENTS MAXIMUM OCCUPANT LOAD			
Building / Use	Quantity	Parking Code ¹	Required Parking
Entertainment, Assembly, and Dining Uses			
Theaters, auditoriums, lodge rooms, stadiums, or other places of amusement and entertainment	2,029	0.33	677
	TOTAL Parking Required		677
	TOTAL Parking Provided		677
	Parking Surplus (Deficit)		0
¹ Source: County of Los Angeles Municipal Code, Section 22.112.070			

SUMMARY OF FINDINGS AND CONCLUSIONS

The project site is bounded by Allington Street to the North, Canehill Avenue to the East, Mayfair High School and Middle School and single-family housing to the West, and single-family housing to the South. Access to the new fields would be provided by a new driveway along Allington Street.

The applicant proposes to demolish the existing practice and baseball fields at Mayfair High School and Middle School and in their place, construct a new football field, track, bleachers, baseball field, and parking lot.

The district has established that a major event that would be hosted at the new field is a varsity football game and a minor event that would be hosted is a soccer game or similar afterschool small games. The proposed parking lot will be used exclusively during these events and will be gated off during regular school hours.

Under Existing Conditions during the minor event peak, all study intersections currently operate at an acceptable LOS.

Under Existing Conditions during the major event peak, all study intersections currently operate at an acceptable LOS.

During a minor event, the project is estimated to generate 40 trips during the arrival peak hour and 40 trips during the departure peak hour.

Minor event project-related traffic volumes were added to Existing Minor Event Peak traffic volumes for the Existing Plus Minor Event scenario. With the addition of minor event traffic, the study intersections would continue to operate at an acceptable LOS.

During a major event the project is estimated to generate 283 trips during the arrival peak hour and 283 trips during the departure peak hour.

Major event project-related traffic volumes were added to Existing Major Event Peak traffic volumes for the Existing Plus Major Event scenario. With the addition of major event traffic, the study intersections would continue to operate at an acceptable LOS.

Access to the project site would be provided through one proposed full-movement unsignalized driveway along Allington Street.

The project involves the relocation of sporting events from Ron Yary stadium to the proposed sports fields. The average trip length for local attendees is anticipated to be reduced by approximately 1.3 miles. In addition, the project was evaluated using the Los Angeles County VMT screening thresholds to determine if the project would require a VMT analysis. The project screens out of VMT based on the non-retail project trip generation screening. Therefore, no further VMT analysis is required for the proposed project.

Based on the County of Los Angeles guidelines, the proposed parking lot would provide adequate parking to accommodate a Major Event. In addition, the maximum occupant load of the proposed bleachers was reviewed and compared against the existing and proposed parking supply. This analysis concluded that there would be adequate parking to accommodate the maximum occupant load of the bleachers.

APPENDIX A
EXISTING TRAFFIC DATA
COLLECTION SHEETS

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

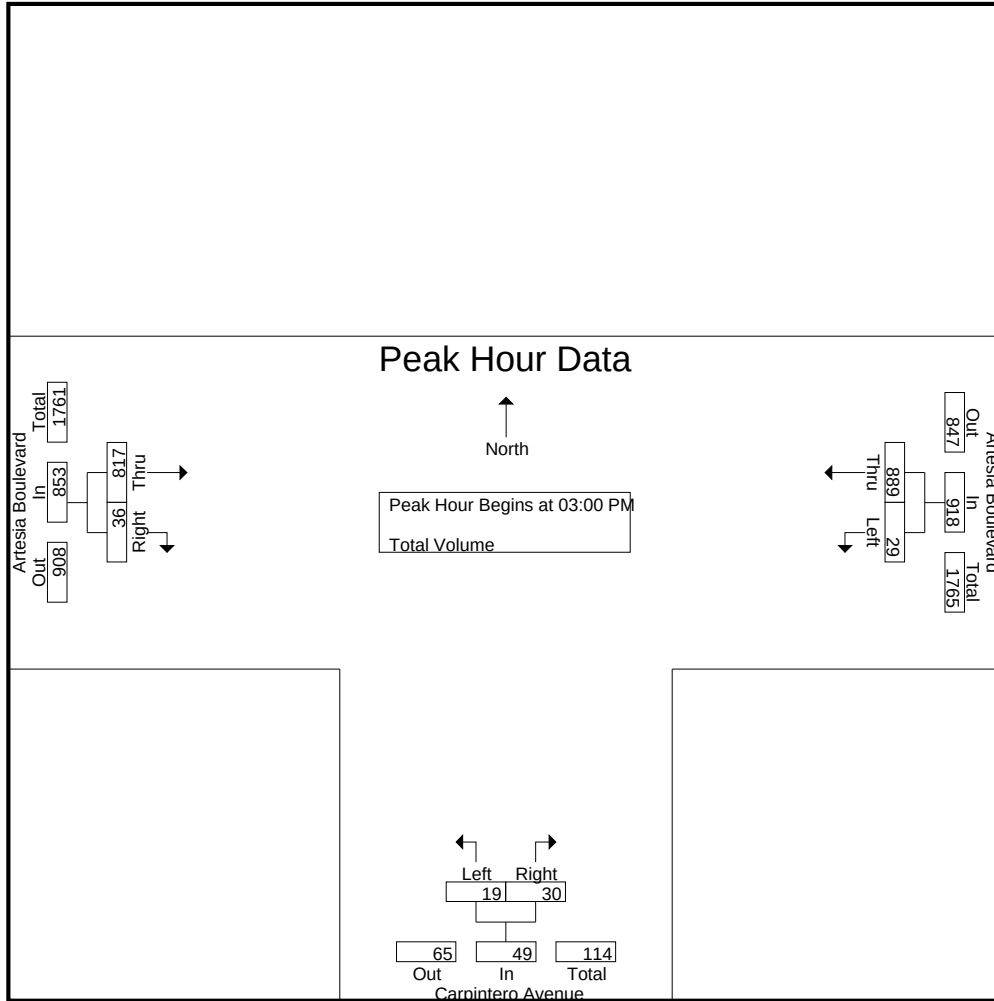
Groups Printed- Total Volume

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
03:00 PM	5	225	230	7	6	13	194	9	203	446
03:15 PM	9	193	202	5	5	10	195	9	204	416
03:30 PM	10	216	226	6	11	17	190	10	200	443
03:45 PM	5	255	260	1	8	9	238	8	246	515
Total	29	889	918	19	30	49	817	36	853	1820
Grand Total	29	889	918	19	30	49	817	36	853	1820
Apprch %	3.2	96.8		38.8	61.2		95.8	4.2		
Total %	1.6	48.8	50.4	1	1.6	2.7	44.9	2	46.9	

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	5	225	230	7	6	13	194	9	203	446
03:15 PM	9	193	202	5	5	10	195	9	204	416
03:30 PM	10	216	226	6	11	17	190	10	200	443
03:45 PM	5	255	260	1	8	9	238	8	246	515
Total Volume	29	889	918	19	30	49	817	36	853	1820
% App. Total	3.2	96.8		38.8	61.2		95.8	4.2		
PHF	.725	.872	.883	.679	.682	.721	.858	.900	.867	.883

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
Page No : 2



Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	5	225	230	7	6	13	194	9	203
+15 mins.	9	193	202	5	5	10	195	9	204
+30 mins.	10	216	226	6	11	17	190	10	200
+45 mins.	5	255	260	1	8	9	238	8	246
Total Volume	29	889	918	19	30	49	817	36	853
% App. Total	3.2	96.8		38.8	61.2		95.8	4.2	
PHF	.725	.872	.883	.679	.682	.721	.858	.900	.867

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

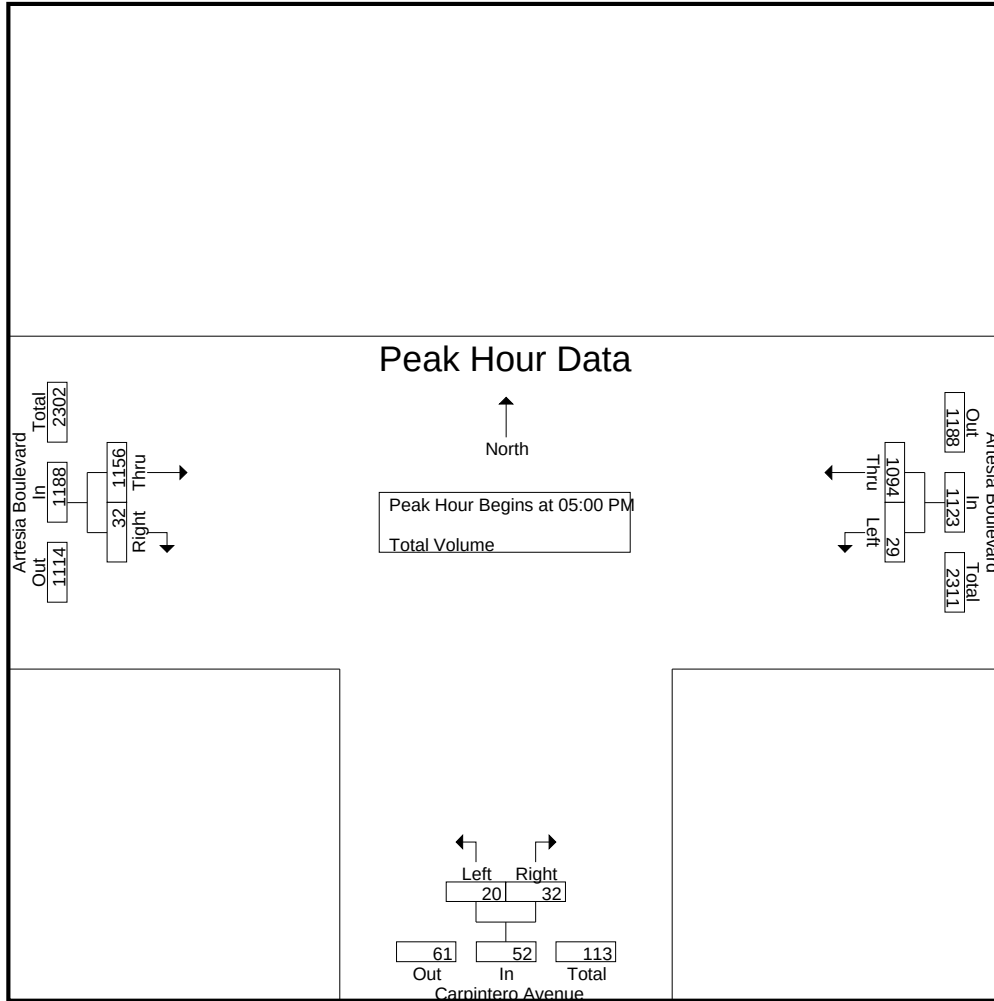
Groups Printed- Total Volume

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	12	220	232	2	6	8	229	15	244	484
04:15 PM	5	220	225	5	4	9	249	10	259	493
04:30 PM	6	256	262	7	10	17	235	12	247	526
04:45 PM	7	247	254	9	10	19	264	10	274	547
Total	30	943	973	23	30	53	977	47	1024	2050
05:00 PM	7	295	302	6	3	9	263	11	274	585
05:15 PM	7	276	283	1	13	14	299	9	308	605
05:30 PM	8	258	266	5	10	15	323	9	332	613
05:45 PM	7	265	272	8	6	14	271	3	274	560
Total	29	1094	1123	20	32	52	1156	32	1188	2363
Grand Total	59	2037	2096	43	62	105	2133	79	2212	4413
Apprch %	2.8	97.2		41	59		96.4	3.6		
Total %	1.3	46.2	47.5	1	1.4	2.4	48.3	1.8	50.1	

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	7	295	302	6	3	9	263	11	274	585
05:15 PM	7	276	283	1	13	14	299	9	308	605
05:30 PM	8	258	266	5	10	15	323	9	332	613
05:45 PM	7	265	272	8	6	14	271	3	274	560
Total Volume	29	1094	1123	20	32	52	1156	32	1188	2363
% App. Total	2.6	97.4		38.5	61.5		97.3	2.7		
PHF	.906	.927	.930	.625	.615	.867	.895	.727	.895	.964

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
Page No : 2



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

Earliest for Each App. begins at:	05:00 PM			04:30 PM			04:45 PM		
+0 mins.	7	295	302	7	10	17	264	10	274
+15 mins.	7	276	283	9	10	19	263	11	274
+30 mins.	8	258	266	6	3	9	299	9	308
+45 mins.	7	265	272	1	13	14	323	9	332
Total Volume	29	1094	1123	23	36	59	1149	39	1188
% App. Total	2.6	97.4		39	61		96.7	3.3	
PHF	.906	.927	.930	.639	.692	.776	.889	.886	.895

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

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

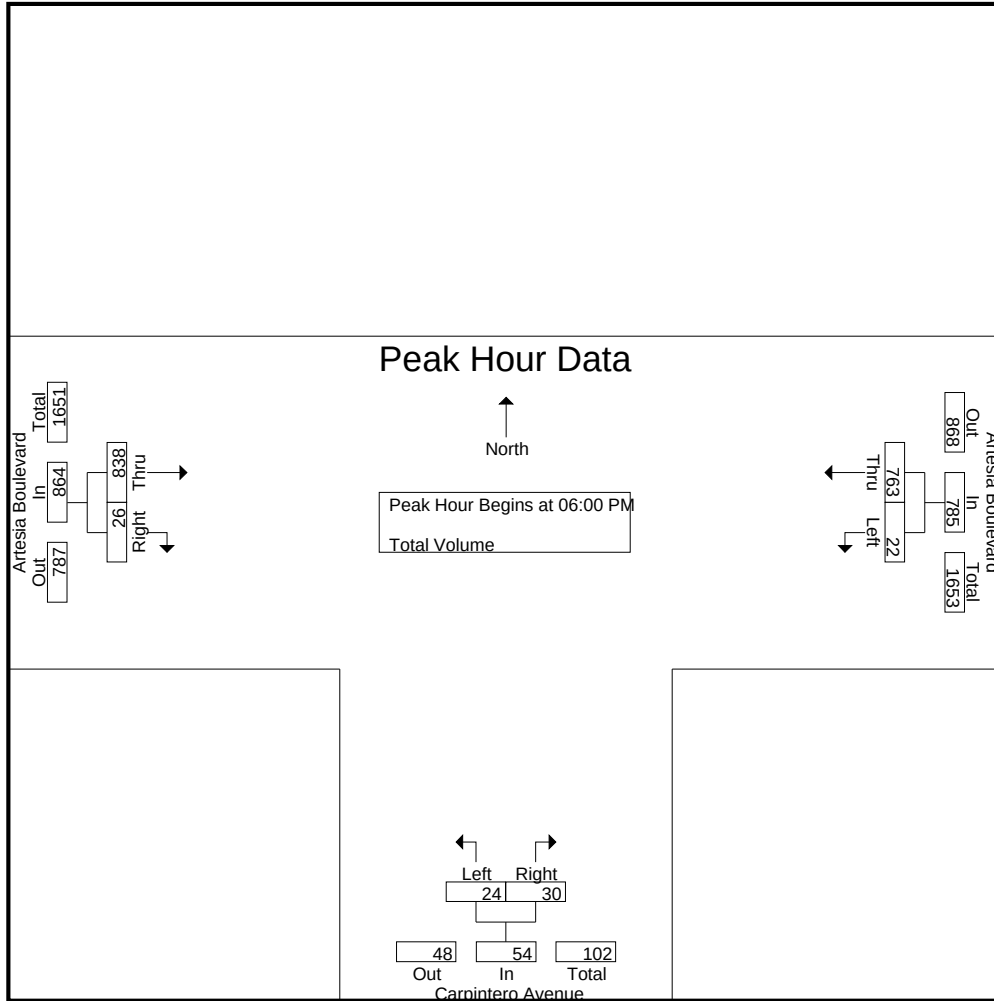
Groups Printed- Total Volume

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 PM	7	243	250	7	3	10	241	10	251	511
06:15 PM	7	196	203	11	9	20	227	4	231	454
06:30 PM	2	152	154	3	10	13	208	7	215	382
06:45 PM	6	172	178	3	8	11	162	5	167	356
Total	22	763	785	24	30	54	838	26	864	1703
Grand Total	22	763	785	24	30	54	838	26	864	1703
Apprch %	2.8	97.2		44.4	55.6		97	3		
Total %	1.3	44.8	46.1	1.4	1.8	3.2	49.2	1.5	50.7	

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 PM										
06:00 PM	7	243	250	7	3	10	241	10	251	511
06:15 PM	7	196	203	11	9	20	227	4	231	454
06:30 PM	2	152	154	3	10	13	208	7	215	382
06:45 PM	6	172	178	3	8	11	162	5	167	356
Total Volume	22	763	785	24	30	54	838	26	864	1703
% App. Total	2.8	97.2		44.4	55.6		97	3		
PHF	.786	.785	.785	.545	.750	.675	.869	.650	.861	.833

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
Page No : 2



Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM			06:00 PM			06:00 PM		
+0 mins.	7	243	250	7	3	10	241	10	251
+15 mins.	7	196	203	11	9	20	227	4	231
+30 mins.	2	152	154	3	10	13	208	7	215
+45 mins.	6	172	178	3	8	11	162	5	167
Total Volume	22	763	785	24	30	54	838	26	864
% App. Total	2.8	97.2		44.4	55.6		97	3	
PHF	.786	.785	.785	.545	.750	.675	.869	.650	.861

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

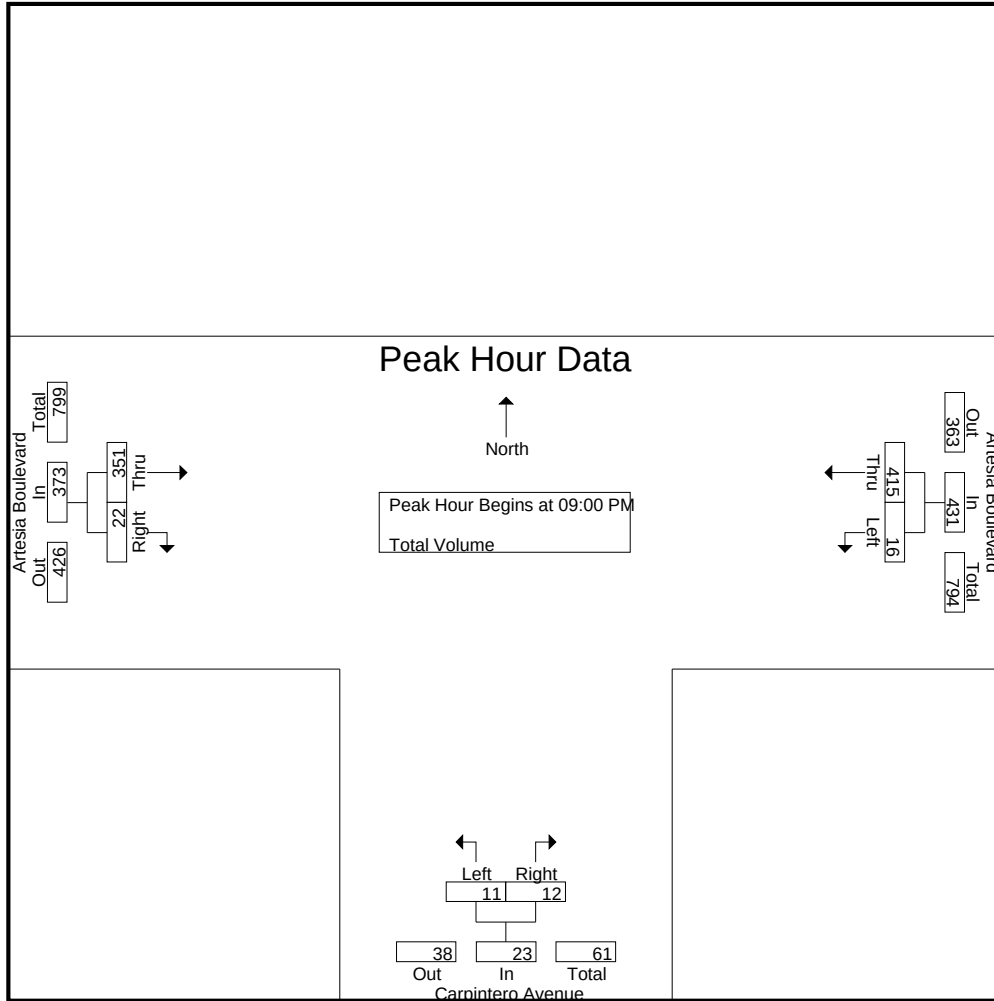
Groups Printed- Total Volume

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
09:00 PM	3	129	132	1	2	3	90	4	94	229
09:15 PM	4	98	102	4	4	8	103	14	117	227
09:30 PM	5	84	89	3	4	7	81	4	85	181
09:45 PM	4	104	108	3	2	5	77	0	77	190
Total	16	415	431	11	12	23	351	22	373	827
Grand Total	16	415	431	11	12	23	351	22	373	827
Apprch %	3.7	96.3		47.8	52.2		94.1	5.9		
Total %	1.9	50.2	52.1	1.3	1.5	2.8	42.4	2.7	45.1	

	Artesia Boulevard Westbound			Carpintero Avenue Northbound			Artesia Boulevard Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 09:00 PM										
09:00 PM	3	129	132	1	2	3	90	4	94	229
09:15 PM	4	98	102	4	4	8	103	14	117	227
09:30 PM	5	84	89	3	4	7	81	4	85	181
09:45 PM	4	104	108	3	2	5	77	0	77	190
Total Volume	16	415	431	11	12	23	351	22	373	827
% App. Total	3.7	96.3		47.8	52.2		94.1	5.9		
PHF	.800	.804	.816	.688	.750	.719	.852	.393	.797	.903

City of Bellflower
N/S: Carpintero Avenue
E/W: Artesia Boulevard
Weather: Clear

File Name : 01_BKF_Car_Art Fri 21-22
Site Code : 10825633
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM			09:00 PM			09:00 PM		
+0 mins.	3	129	132	1	2	3	90	4	94
+15 mins.	4	98	102	4	4	8	103	14	117
+30 mins.	5	84	89	3	4	7	81	4	85
+45 mins.	4	104	108	3	2	5	77	0	77
Total Volume	16	415	431	11	12	23	351	22	373
% App. Total	3.7	96.3		47.8	52.2		94.1	5.9	
PHF	.800	.804	.816	.688	.750	.719	.852	.393	.797

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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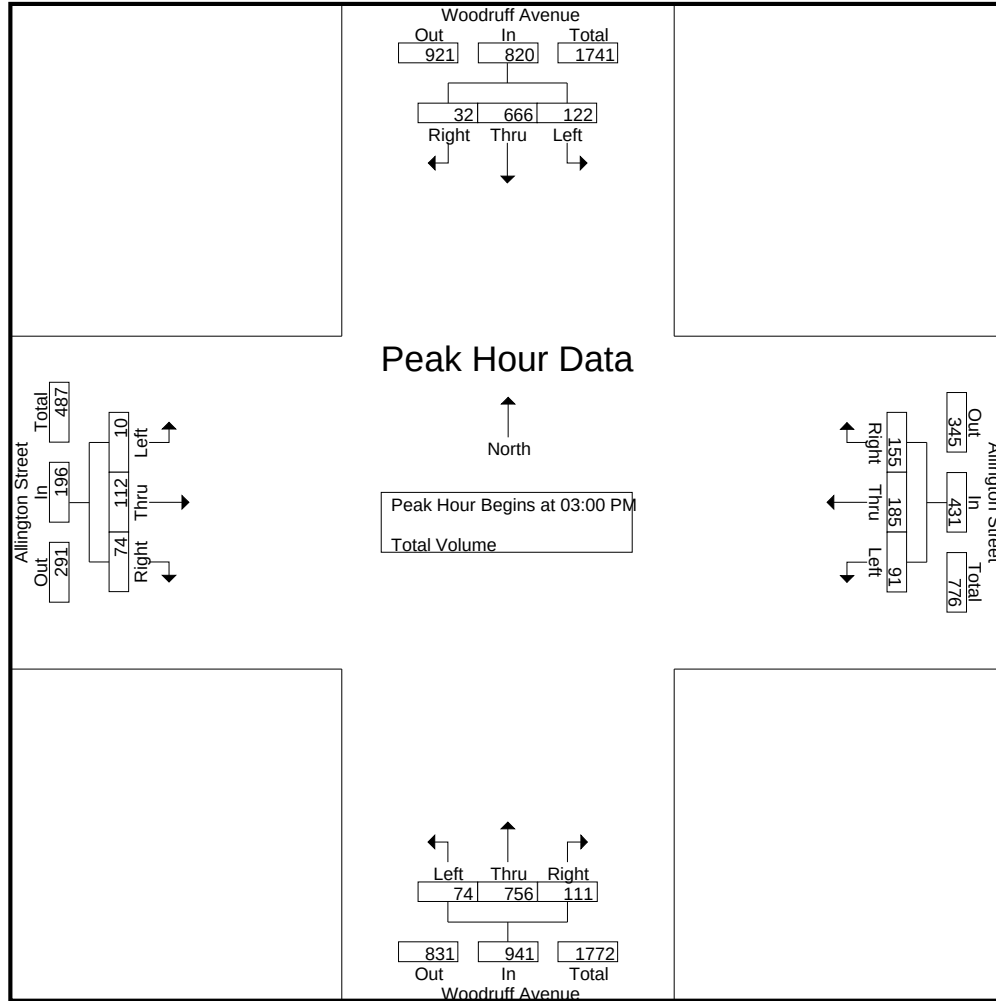
Groups Printed- Total Volume

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	37	173	4	214	24	63	46	133	10	196	26	232	0	27	19	46	625
03:15 PM	34	144	7	185	20	35	38	93	10	166	32	208	4	27	15	46	532
03:30 PM	27	193	13	233	17	44	43	104	27	197	29	253	2	30	25	57	647
03:45 PM	24	156	8	188	30	43	28	101	27	197	24	248	4	28	15	47	584
Total	122	666	32	820	91	185	155	431	74	756	111	941	10	112	74	196	2388
Grand Total	122	666	32	820	91	185	155	431	74	756	111	941	10	112	74	196	2388
Apprch %	14.9	81.2	3.9		21.1	42.9	36		7.9	80.3	11.8		5.1	57.1	37.8		
Total %	5.1	27.9	1.3	34.3	3.8	7.7	6.5	18	3.1	31.7	4.6	39.4	0.4	4.7	3.1	8.2	

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	37	173	4	214	24	63	46	133	10	196	26	232	0	27	19	46	625
03:15 PM	34	144	7	185	20	35	38	93	10	166	32	208	4	27	15	46	532
03:30 PM	27	193	13	233	17	44	43	104	27	197	29	253	2	30	25	57	647
03:45 PM	24	156	8	188	30	43	28	101	27	197	24	248	4	28	15	47	584
Total Volume	122	666	32	820	91	185	155	431	74	756	111	941	10	112	74	196	2388
% App. Total	14.9	81.2	3.9		21.1	42.9	36		7.9	80.3	11.8		5.1	57.1	37.8		
PHF	.824	.863	.615	.880	.758	.734	.842	.810	.685	.959	.867	.930	.625	.933	.740	.860	.923

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Th 15-16
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	37	173	4	214	24	63	46	133	10	196	26	232	0	27	19	46
+15 mins.	34	144	7	185	20	35	38	93	10	166	32	208	4	27	15	46
+30 mins.	27	193	13	233	17	44	43	104	27	197	29	253	2	30	25	57
+45 mins.	24	156	8	188	30	43	28	101	27	197	24	248	4	28	15	47
Total Volume	122	666	32	820	91	185	155	431	74	756	111	941	10	112	74	196
% App. Total	14.9	81.2	3.9		21.1	42.9	36		7.9	80.3	11.8		5.1	57.1	37.8	
PHF	.824	.863	.615	.880	.758	.734	.842	.810	.685	.959	.867	.930	.625	.933	.740	.860

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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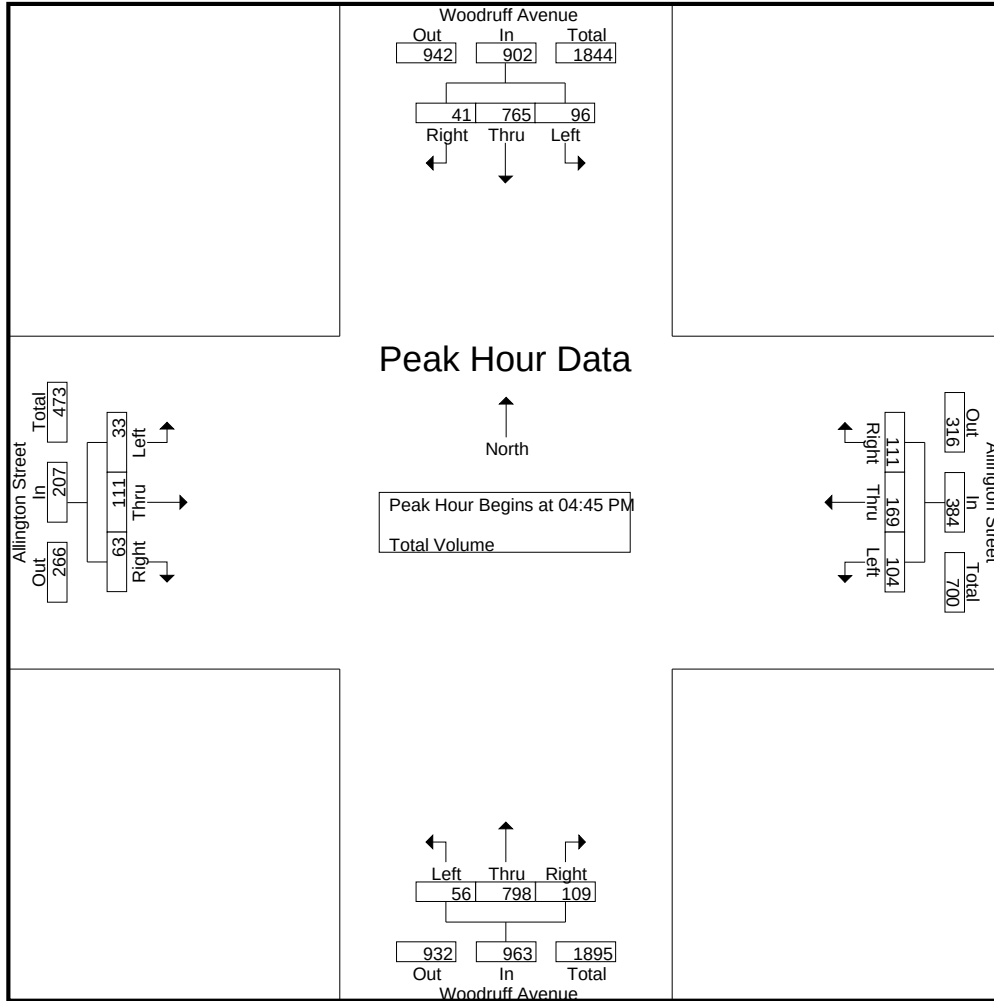
Groups Printed- Total Volume

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	30	187	4	221	30	46	32	108	10	179	36	225	6	22	13	41	595
04:15 PM	22	186	7	215	17	38	22	77	6	210	25	241	8	24	12	44	577
04:30 PM	20	188	9	217	26	40	35	101	9	182	21	212	7	31	11	49	579
04:45 PM	30	198	11	239	18	39	16	73	10	185	26	221	13	20	22	55	588
Total	102	759	31	892	91	163	105	359	35	756	108	899	34	97	58	189	2339
05:00 PM	16	210	7	233	27	48	34	109	14	202	27	243	9	35	14	58	643
05:15 PM	27	171	13	211	24	47	33	104	13	212	26	251	6	31	15	52	618
05:30 PM	23	186	10	219	35	35	28	98	19	199	30	248	5	25	12	42	607
05:45 PM	29	170	9	208	22	42	37	101	14	176	21	211	4	23	15	42	562
Total	95	737	39	871	108	172	132	412	60	789	104	953	24	114	56	194	2430
Grand Total	197	1496	70	1763	199	335	237	771	95	1545	212	1852	58	211	114	383	4769
Apprch %	11.2	84.9	4		25.8	43.5	30.7		5.1	83.4	11.4		15.1	55.1	29.8		
Total %	4.1	31.4	1.5	37	4.2	7	5	16.2	2	32.4	4.4	38.8	1.2	4.4	2.4	8	

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	30	198	11	239	18	39	16	73	10	185	26	221	13	20	22	55	588
05:00 PM	16	210	7	233	27	48	34	109	14	202	27	243	9	35	14	58	643
05:15 PM	27	171	13	211	24	47	33	104	13	212	26	251	6	31	15	52	618
05:30 PM	23	186	10	219	35	35	28	98	19	199	30	248	5	25	12	42	607
Total Volume	96	765	41	902	104	169	111	384	56	798	109	963	33	111	63	207	2456
% App. Total	10.6	84.8	4.5		27.1	44	28.9		5.8	82.9	11.3		15.9	53.6	30.4		
PHF	.800	.911	.788	.944	.743	.880	.816	.881	.737	.941	.908	.959	.635	.793	.716	.892	.955

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

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

	04:15 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	22	186	7	215	27	48	34	109	10	185	26	221	7	31	11	49
+15 mins.	20	188	9	217	24	47	33	104	14	202	27	243	13	20	22	55
+30 mins.	30	198	11	239	35	35	28	98	13	212	26	251	9	35	14	58
+45 mins.	16	210	7	233	22	42	37	101	19	199	30	248	6	31	15	52
Total Volume	88	782	34	904	108	172	132	412	56	798	109	963	35	117	62	214
% App. Total	9.7	86.5	3.8		26.2	41.7	32		5.8	82.9	11.3		16.4	54.7	29	
PHF	.733	.931	.773	.946	.771	.896	.892	.945	.737	.941	.908	.959	.673	.836	.705	.922

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
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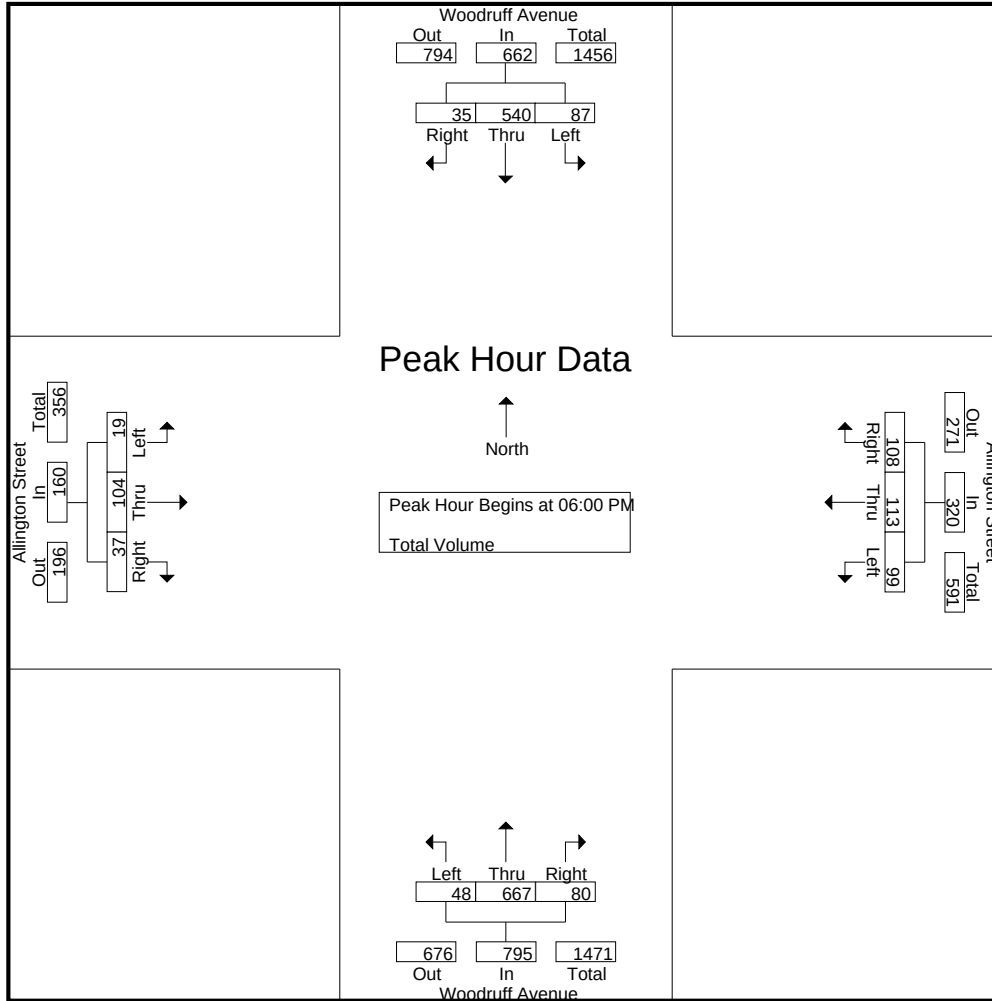
Groups Printed- Total Volume

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	26	162	14	202	27	38	35	100	4	181	22	207	6	36	12	54	563
06:15 PM	22	132	10	164	23	36	31	90	12	190	24	226	4	28	11	43	523
06:30 PM	20	129	8	157	32	22	25	79	20	158	23	201	3	26	7	36	473
06:45 PM	19	117	3	139	17	17	17	51	12	138	11	161	6	14	7	27	378
Total	87	540	35	662	99	113	108	320	48	667	80	795	19	104	37	160	1937
Grand Total	87	540	35	662	99	113	108	320	48	667	80	795	19	104	37	160	1937
Apprch %	13.1	81.6	5.3		30.9	35.3	33.8		6	83.9	10.1		11.9	65	23.1		
Total %	4.5	27.9	1.8	34.2	5.1	5.8	5.6	16.5	2.5	34.4	4.1	41	1	5.4	1.9	8.3	

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	26	162	14	202	27	38	35	100	4	181	22	207	6	36	12	54	563
06:15 PM	22	132	10	164	23	36	31	90	12	190	24	226	4	28	11	43	523
06:30 PM	20	129	8	157	32	22	25	79	20	158	23	201	3	26	7	36	473
06:45 PM	19	117	3	139	17	17	17	51	12	138	11	161	6	14	7	27	378
Total Volume	87	540	35	662	99	113	108	320	48	667	80	795	19	104	37	160	1937
% App. Total	13.1	81.6	5.3		30.9	35.3	33.8		6	83.9	10.1		11.9	65	23.1		
PHF	.837	.833	.625	.819	.773	.743	.771	.800	.600	.878	.833	.879	.792	.722	.771	.741	.860

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM				06:00 PM				06:00 PM				06:00 PM			
+0 mins.	26	162	14	202	27	38	35	100	4	181	22	207	6	36	12	54
+15 mins.	22	132	10	164	23	36	31	90	12	190	24	226	4	28	11	43
+30 mins.	20	129	8	157	32	22	25	79	20	158	23	201	3	26	7	36
+45 mins.	19	117	3	139	17	17	17	51	12	138	11	161	6	14	7	27
Total Volume	87	540	35	662	99	113	108	320	48	667	80	795	19	104	37	160
% App. Total	13.1	81.6	5.3		30.9	35.3	33.8		6	83.9	10.1		11.9	65	23.1	
PHF	.837	.833	.625	.819	.773	.743	.771	.800	.600	.878	.833	.879	.792	.722	.771	.741

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

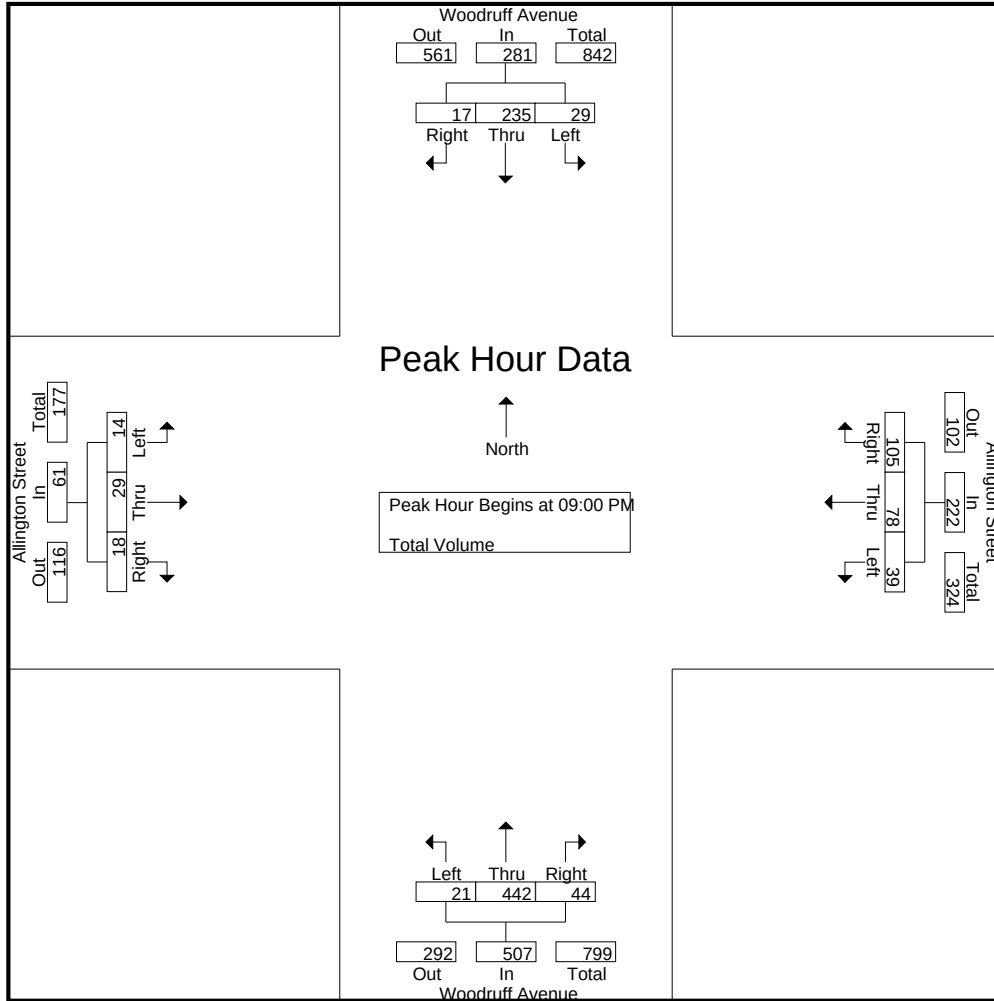
Groups Printed- Total Volume

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 PM	7	56	7	70	15	26	22	63	6	113	12	131	3	9	2	14	278
09:15 PM	7	58	5	70	11	19	26	56	5	118	17	140	3	7	8	18	284
09:30 PM	6	65	5	76	5	18	29	52	7	118	11	136	4	4	4	12	276
09:45 PM	9	56	0	65	8	15	28	51	3	93	4	100	4	9	4	17	233
Total	29	235	17	281	39	78	105	222	21	442	44	507	14	29	18	61	1071
Grand Total	29	235	17	281	39	78	105	222	21	442	44	507	14	29	18	61	1071
Apprch %	10.3	83.6	6		17.6	35.1	47.3		4.1	87.2	8.7		23	47.5	29.5		
Total %	2.7	21.9	1.6	26.2	3.6	7.3	9.8	20.7	2	41.3	4.1	47.3	1.3	2.7	1.7	5.7	

	Woodruff Avenue Southbound				Allington Street Westbound				Woodruff Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 PM																	
09:00 PM	7	56	7	70	15	26	22	63	6	113	12	131	3	9	2	14	278
09:15 PM	7	58	5	70	11	19	26	56	5	118	17	140	3	7	8	18	284
09:30 PM	6	65	5	76	5	18	29	52	7	118	11	136	4	4	4	12	276
09:45 PM	9	56	0	65	8	15	28	51	3	93	4	100	4	9	4	17	233
Total Volume	29	235	17	281	39	78	105	222	21	442	44	507	14	29	18	61	1071
% App. Total	10.3	83.6	6		17.6	35.1	47.3		4.1	87.2	8.7		23	47.5	29.5		
PHF	.806	.904	.607	.924	.650	.750	.905	.881	.750	.936	.647	.905	.875	.806	.563	.847	.943

City of Lakewood
N/S: Woodruff Avenue
E/W: Allington Street
Weather: Clear

File Name : 02_LKW_Wood_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM				09:00 PM				09:00 PM				09:00 PM			
+0 mins.	7	56	7	70	15	26	22	63	6	113	12	131	3	9	2	14
+15 mins.	7	58	5	70	11	19	26	56	5	118	17	140	3	7	8	18
+30 mins.	6	65	5	76	5	18	29	52	7	118	11	136	4	4	4	12
+45 mins.	9	56	0	65	8	15	28	51	3	93	4	100	4	9	4	17
Total Volume	29	235	17	281	39	78	105	222	21	442	44	507	14	29	18	61
% App. Total	10.3	83.6	6		17.6	35.1	47.3		4.1	87.2	8.7		23	47.5	29.5	
PHF	.806	.904	.607	.924	.650	.750	.905	.881	.750	.936	.647	.905	.875	.806	.563	.847

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

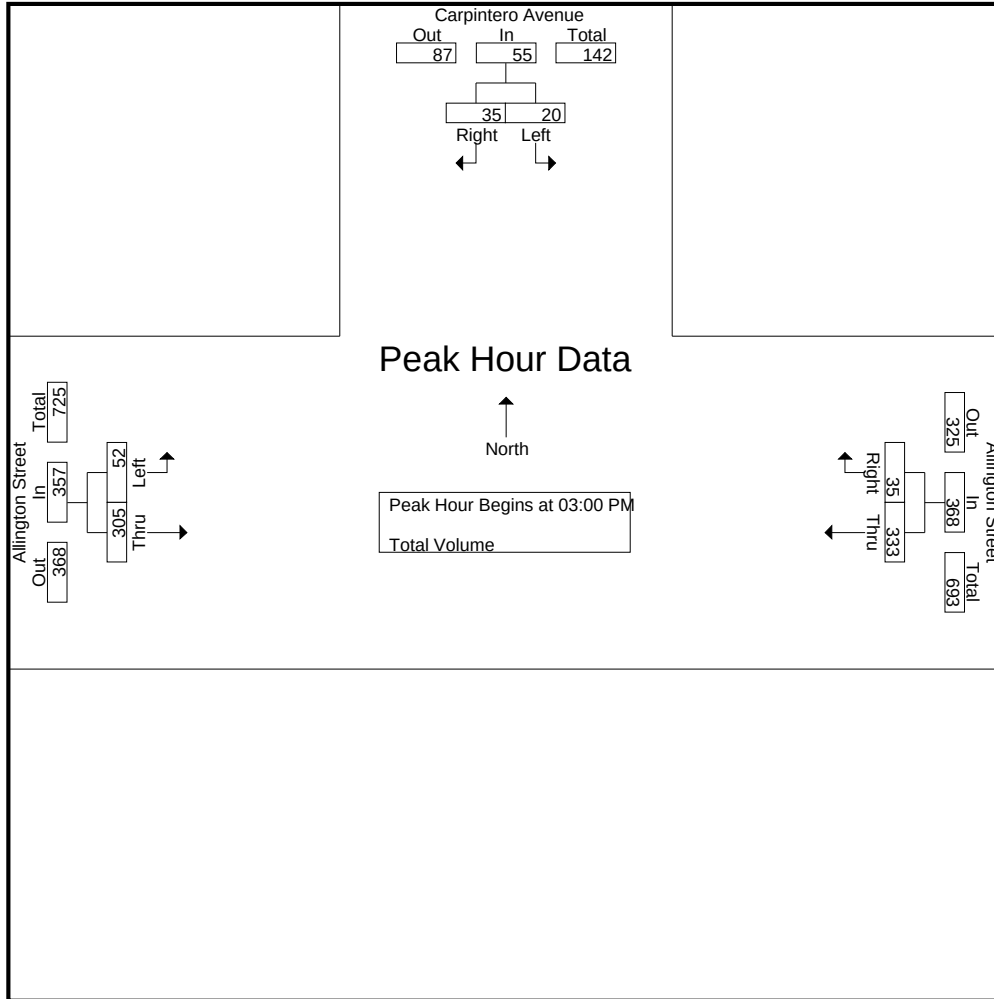
Groups Printed- Total Volume

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	15	12	27	107	11	118	9	79	88	233
03:15 PM	0	8	8	66	9	75	12	72	84	167
03:30 PM	4	14	18	79	9	88	20	90	110	216
03:45 PM	1	1	2	81	6	87	11	64	75	164
Total	20	35	55	333	35	368	52	305	357	780
Grand Total	20	35	55	333	35	368	52	305	357	780
Apprch %	36.4	63.6		90.5	9.5		14.6	85.4		
Total %	2.6	4.5	7.1	42.7	4.5	47.2	6.7	39.1	45.8	

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	15	12	27	107	11	118	9	79	88	233
03:15 PM	0	8	8	66	9	75	12	72	84	167
03:30 PM	4	14	18	79	9	88	20	90	110	216
03:45 PM	1	1	2	81	6	87	11	64	75	164
Total Volume	20	35	55	333	35	368	52	305	357	780
% App. Total	36.4	63.6		90.5	9.5		14.6	85.4		
PHF	.333	.625	.509	.778	.795	.780	.650	.847	.811	.837

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	15	12	27	107	11	118	9	79	88
+15 mins.	0	8	8	66	9	75	12	72	84
+30 mins.	4	14	18	79	9	88	20	90	110
+45 mins.	1	1	2	81	6	87	11	64	75
Total Volume	20	35	55	333	35	368	52	305	357
% App. Total	36.4	63.6		90.5	9.5		14.6	85.4	
PHF	.333	.625	.509	.778	.795	.780	.650	.847	.811

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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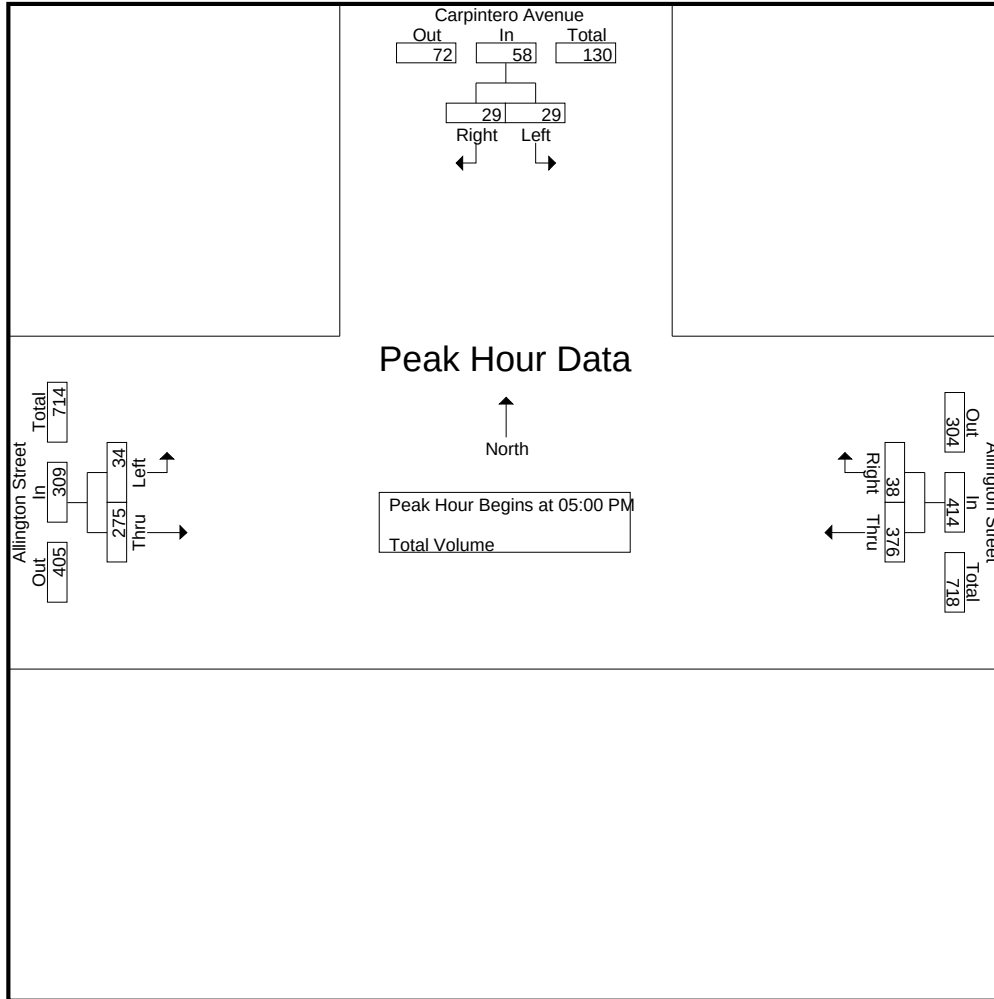
Groups Printed- Total Volume

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	10	8	18	96	4	100	12	90	102	220
04:15 PM	5	5	10	69	8	77	8	61	69	156
04:30 PM	7	10	17	80	14	94	16	62	78	189
04:45 PM	7	4	11	65	10	75	7	69	76	162
Total	29	27	56	310	36	346	43	282	325	727
05:00 PM	8	6	14	100	6	106	11	69	80	200
05:15 PM	3	8	11	98	12	110	8	74	82	203
05:30 PM	9	8	17	95	10	105	8	71	79	201
05:45 PM	9	7	16	83	10	93	7	61	68	177
Total	29	29	58	376	38	414	34	275	309	781
Grand Total	58	56	114	686	74	760	77	557	634	1508
Apprch %	50.9	49.1		90.3	9.7		12.1	87.9		
Total %	3.8	3.7	7.6	45.5	4.9	50.4	5.1	36.9	42	

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	8	6	14	100	6	106	11	69	80	200
05:15 PM	3	8	11	98	12	110	8	74	82	203
05:30 PM	9	8	17	95	10	105	8	71	79	201
05:45 PM	9	7	16	83	10	93	7	61	68	177
Total Volume	29	29	58	376	38	414	34	275	309	781
% App. Total	50	50		90.8	9.2		11	89		
PHF	.806	.906	.853	.940	.792	.941	.773	.929	.942	.962

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Th 16-18
Site Code : 10825633
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	05:00 PM			05:00 PM			04:00 PM		
+0 mins.	8	6	14	100	6	106	12	90	102
+15 mins.	3	8	11	98	12	110	8	61	69
+30 mins.	9	8	17	95	10	105	16	62	78
+45 mins.	9	7	16	83	10	93	7	69	76
Total Volume	29	29	58	376	38	414	43	282	325
% App. Total	50	50		90.8	9.2		13.2	86.8	
PHF	.806	.906	.853	.940	.792	.941	.672	.783	.797

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
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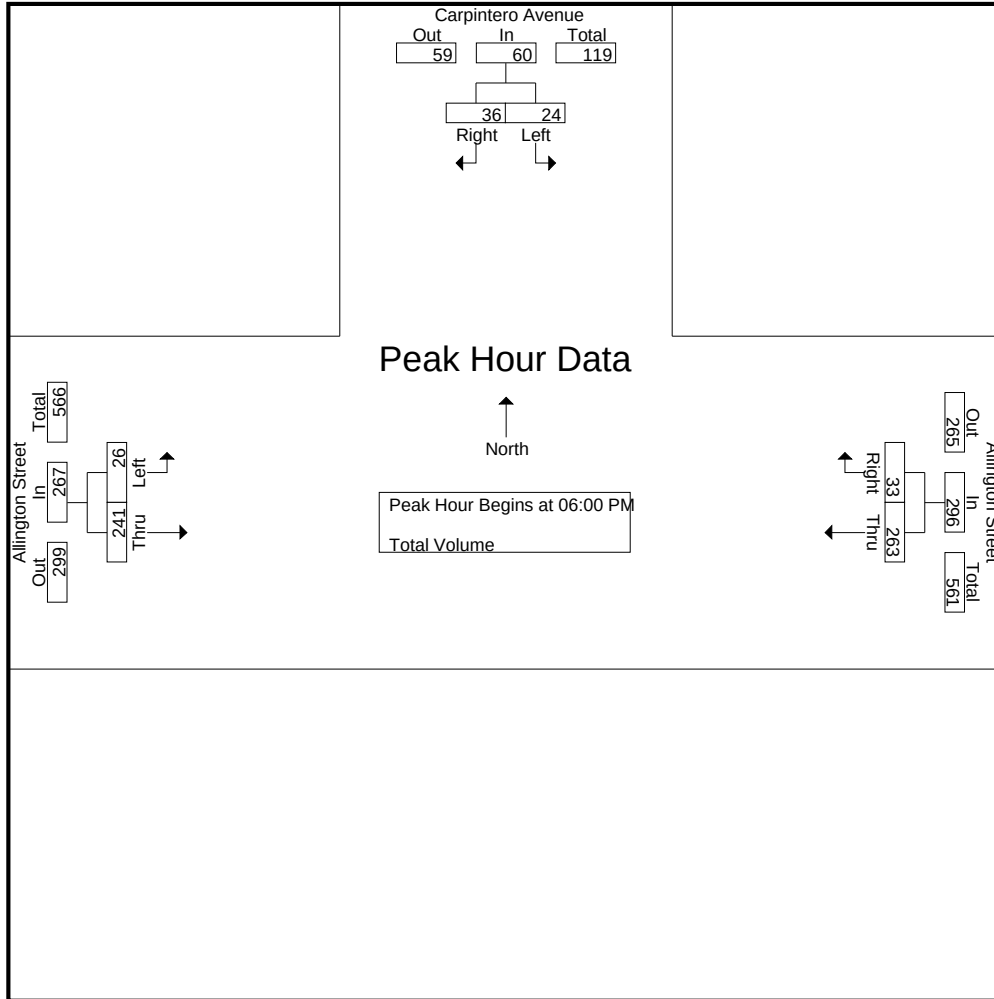
Groups Printed- Total Volume

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 PM	4	10	14	75	7	82	5	75	80	176
06:15 PM	5	9	14	75	7	82	6	66	72	168
06:30 PM	2	12	14	67	11	78	8	60	68	160
06:45 PM	13	5	18	46	8	54	7	40	47	119
Total	24	36	60	263	33	296	26	241	267	623
Grand Total	24	36	60	263	33	296	26	241	267	623
Apprch %	40	60		88.9	11.1		9.7	90.3		
Total %	3.9	5.8	9.6	42.2	5.3	47.5	4.2	38.7	42.9	

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 PM										
06:00 PM	4	10	14	75	7	82	5	75	80	176
06:15 PM	5	9	14	75	7	82	6	66	72	168
06:30 PM	2	12	14	67	11	78	8	60	68	160
06:45 PM	13	5	18	46	8	54	7	40	47	119
Total Volume	24	36	60	263	33	296	26	241	267	623
% App. Total	40	60		88.9	11.1		9.7	90.3		
PHF	.462	.750	.833	.877	.750	.902	.813	.803	.834	.885

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Fri 18-19
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM			06:00 PM			06:00 PM		
+0 mins.	4	10	14	75	7	82	5	75	80
+15 mins.	5	9	14	75	7	82	6	66	72
+30 mins.	2	12	14	67	11	78	8	60	68
+45 mins.	13	5	18	46	8	54	7	40	47
Total Volume	24	36	60	263	33	296	26	241	267
% App. Total	40	60		88.9	11.1		9.7	90.3	
PHF	.462	.750	.833	.877	.750	.902	.813	.803	.834

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

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
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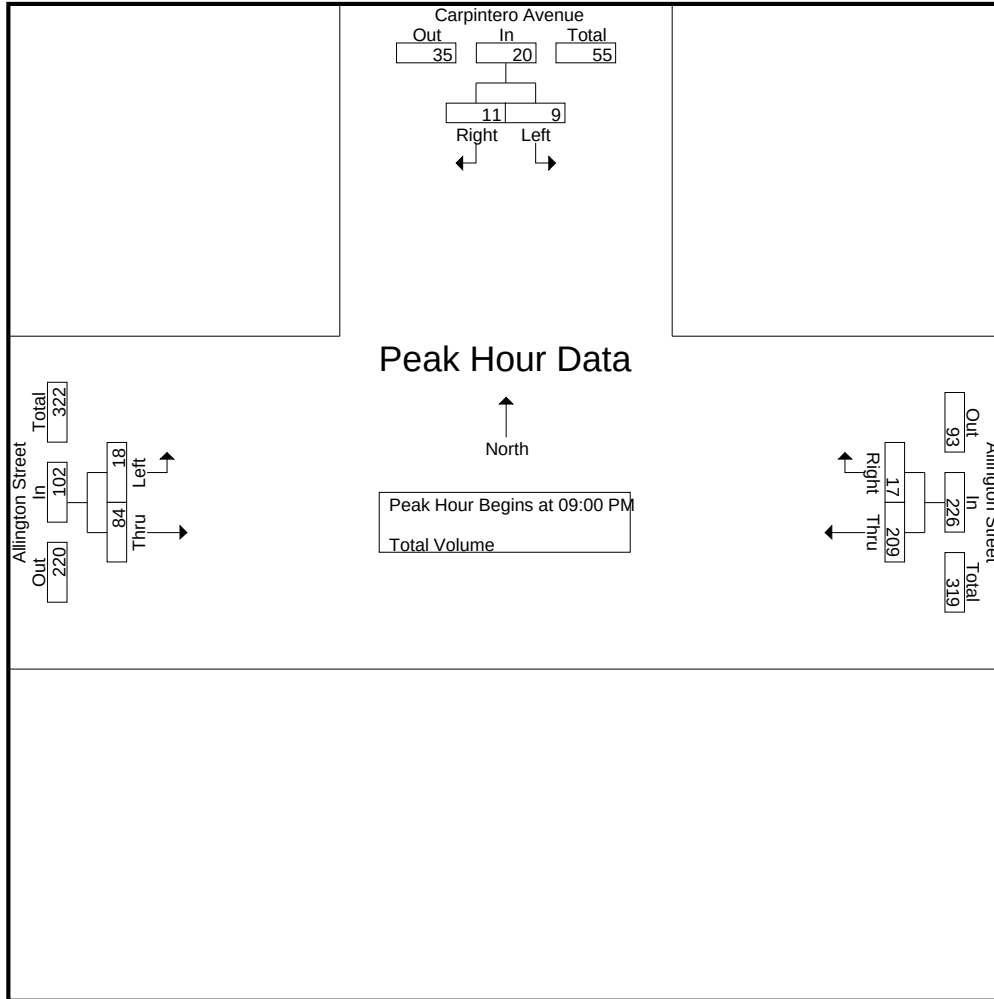
Groups Printed- Total Volume

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:00 PM	4	2	6	61	4	65	2	26	28	99
09:15 PM	1	4	5	54	2	56	7	25	32	93
09:30 PM	3	2	5	48	5	53	7	15	22	80
09:45 PM	1	3	4	46	6	52	2	18	20	76
Total	9	11	20	209	17	226	18	84	102	348
Grand Total	9	11	20	209	17	226	18	84	102	348
Apprch %	45	55		92.5	7.5		17.6	82.4		
Total %	2.6	3.2	5.7	60.1	4.9	64.9	5.2	24.1	29.3	

	Carpintero Avenue Southbound			Allington Street Westbound			Allington Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 09:00 PM										
09:00 PM	4	2	6	61	4	65	2	26	28	99
09:15 PM	1	4	5	54	2	56	7	25	32	93
09:30 PM	3	2	5	48	5	53	7	15	22	80
09:45 PM	1	3	4	46	6	52	2	18	20	76
Total Volume	9	11	20	209	17	226	18	84	102	348
% App. Total	45	55		92.5	7.5		17.6	82.4		
PHF	.563	.688	.833	.857	.708	.869	.643	.808	.797	.879

City of Lakewood
N/S: Carpintero Avenue
E/W: Allington Street
Weather: Clear

File Name : 03_LKW_Car_All Fri 21-22
Site Code : 10825633
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM			09:00 PM			09:00 PM		
+0 mins.	4	2	6	61	4	65	2	26	28
+15 mins.	1	4	5	54	2	56	7	25	32
+30 mins.	3	2	5	48	5	53	7	15	22
+45 mins.	1	3	4	46	6	52	2	18	20
Total Volume	9	11	20	209	17	226	18	84	102
% App. Total	45	55		92.5	7.5		17.6	82.4	
PHF	.563	.688	.833	.857	.708	.869	.643	.808	.797

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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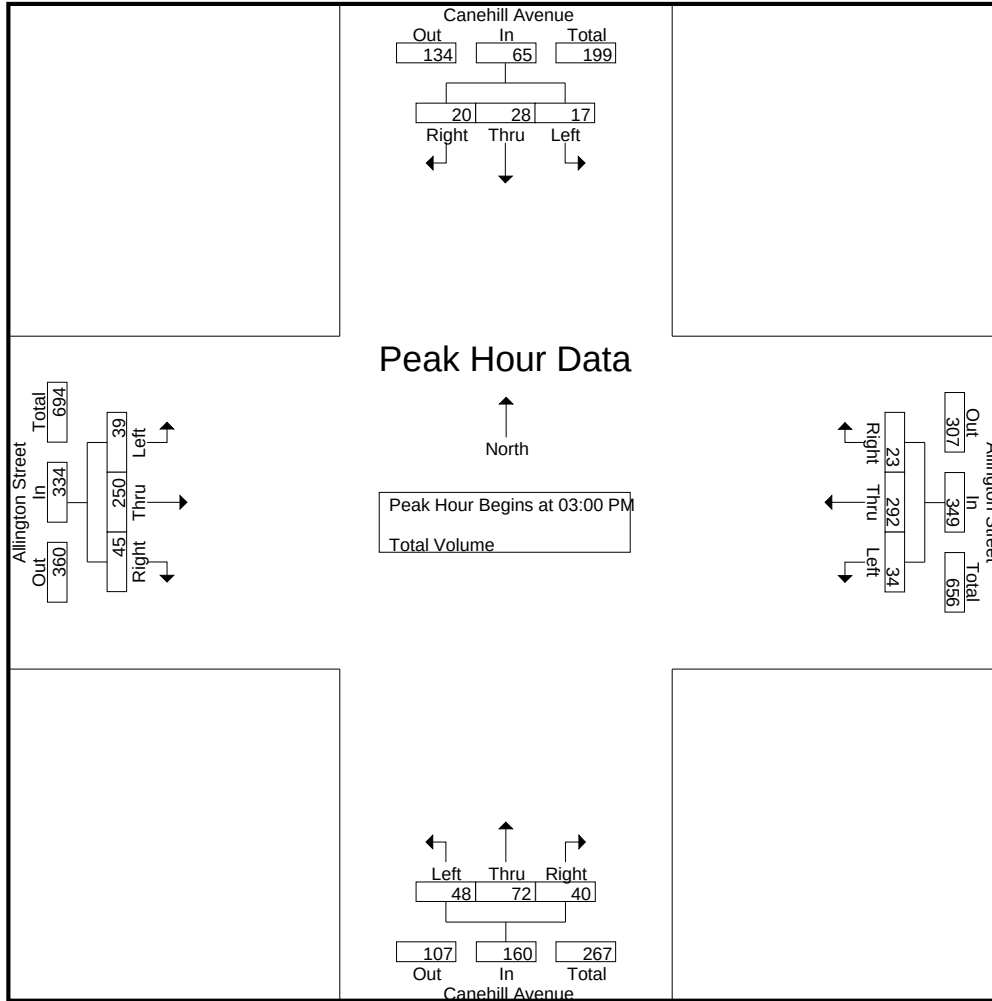
Groups Printed- Total Volume

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	5	14	4	23	13	84	4	101	27	46	22	95	9	64	16	89	308
03:15 PM	3	3	3	9	6	54	3	63	11	8	6	25	10	63	6	79	176
03:30 PM	5	6	7	18	7	76	7	90	5	11	5	21	13	70	16	99	228
03:45 PM	4	5	6	15	8	78	9	95	5	7	7	19	7	53	7	67	196
Total	17	28	20	65	34	292	23	349	48	72	40	160	39	250	45	334	908
Grand Total	17	28	20	65	34	292	23	349	48	72	40	160	39	250	45	334	908
Apprch %	26.2	43.1	30.8		9.7	83.7	6.6		30	45	25		11.7	74.9	13.5		
Total %	1.9	3.1	2.2	7.2	3.7	32.2	2.5	38.4	5.3	7.9	4.4	17.6	4.3	27.5	5	36.8	

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	5	14	4	23	13	84	4	101	27	46	22	95	9	64	16	89	308
03:15 PM	3	3	3	9	6	54	3	63	11	8	6	25	10	63	6	79	176
03:30 PM	5	6	7	18	7	76	7	90	5	11	5	21	13	70	16	99	228
03:45 PM	4	5	6	15	8	78	9	95	5	7	7	19	7	53	7	67	196
Total Volume	17	28	20	65	34	292	23	349	48	72	40	160	39	250	45	334	908
% App. Total	26.2	43.1	30.8		9.7	83.7	6.6		30	45	25		11.7	74.9	13.5		
PHF	.850	.500	.714	.707	.654	.869	.639	.864	.444	.391	.455	.421	.750	.893	.703	.843	.737

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	5	14	4	23	13	84	4	101	27	46	22	95	9	64	16	89
+15 mins.	3	3	3	9	6	54	3	63	11	8	6	25	10	63	6	79
+30 mins.	5	6	7	18	7	76	7	90	5	11	5	21	13	70	16	99
+45 mins.	4	5	6	15	8	78	9	95	5	7	7	19	7	53	7	67
Total Volume	17	28	20	65	34	292	23	349	48	72	40	160	39	250	45	334
% App. Total	26.2	43.1	30.8		9.7	83.7	6.6		30	45	25		11.7	74.9	13.5	
PHF	.850	.500	.714	.707	.654	.869	.639	.864	.444	.391	.455	.421	.750	.893	.703	.843

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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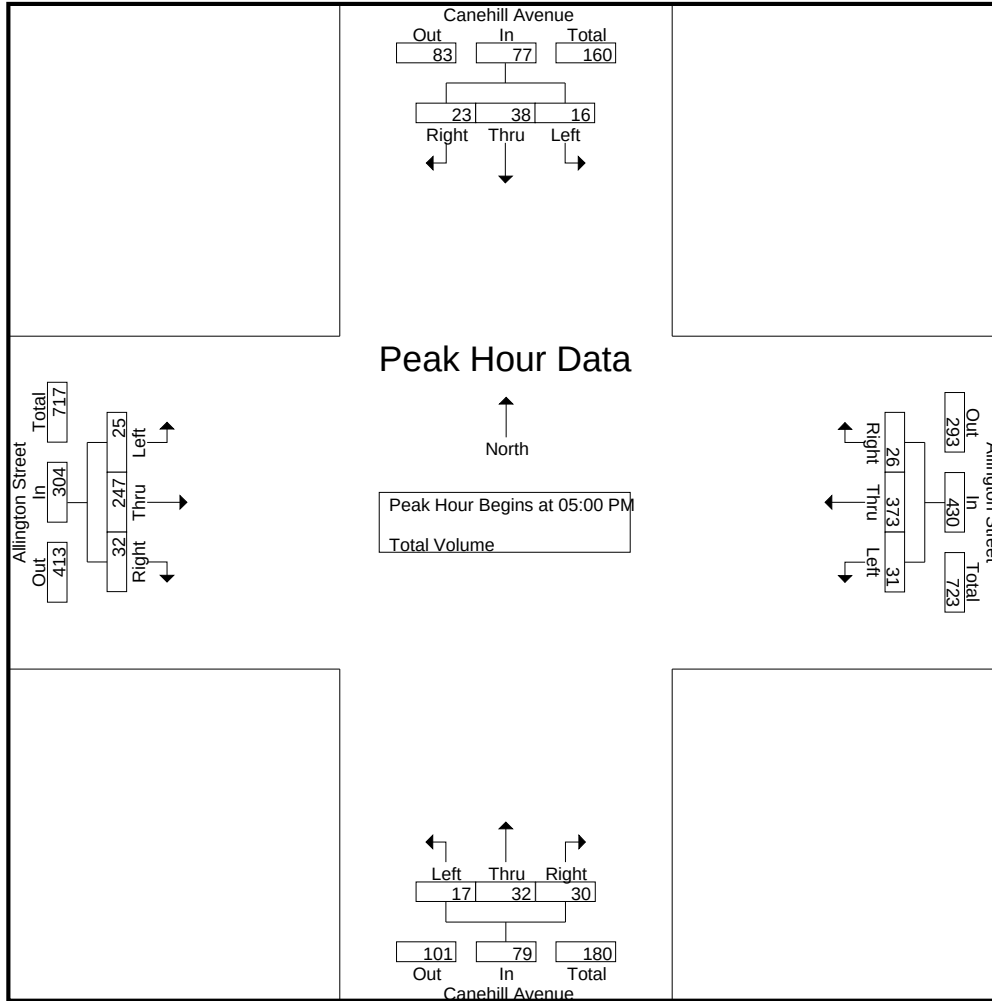
Groups Printed- Total Volume

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	13	6	22	3	86	10	99	2	9	7	18	10	82	8	100	239
04:15 PM	7	3	3	13	8	79	5	92	4	6	4	14	5	54	7	66	185
04:30 PM	4	10	3	17	9	80	4	93	3	3	4	10	5	58	7	70	190
04:45 PM	5	7	3	15	7	70	4	81	5	7	4	16	5	62	9	76	188
Total	19	33	15	67	27	315	23	365	14	25	19	58	25	256	31	312	802
05:00 PM	6	8	5	19	6	92	10	108	9	9	6	24	7	55	12	74	225
05:15 PM	2	10	3	15	6	103	4	113	4	8	6	18	4	65	7	76	222
05:30 PM	1	14	6	21	10	95	7	112	2	8	11	21	10	62	6	78	232
05:45 PM	7	6	9	22	9	83	5	97	2	7	7	16	4	65	7	76	211
Total	16	38	23	77	31	373	26	430	17	32	30	79	25	247	32	304	890
Grand Total	35	71	38	144	58	688	49	795	31	57	49	137	50	503	63	616	1692
Apprch %	24.3	49.3	26.4		7.3	86.5	6.2		22.6	41.6	35.8		8.1	81.7	10.2		
Total %	2.1	4.2	2.2	8.5	3.4	40.7	2.9	47	1.8	3.4	2.9	8.1	3	29.7	3.7	36.4	

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	6	8	5	19	6	92	10	108	9	9	6	24	7	55	12	74	225
05:15 PM	2	10	3	15	6	103	4	113	4	8	6	18	4	65	7	76	222
05:30 PM	1	14	6	21	10	95	7	112	2	8	11	21	10	62	6	78	232
05:45 PM	7	6	9	22	9	83	5	97	2	7	7	16	4	65	7	76	211
Total Volume	16	38	23	77	31	373	26	430	17	32	30	79	25	247	32	304	890
% App. Total	20.8	49.4	29.9		7.2	86.7	6		21.5	40.5	38		8.2	81.2	10.5		
PHF	.571	.679	.639	.875	.775	.905	.650	.951	.472	.889	.682	.823	.625	.950	.667	.974	.959

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Th 16-18
Site Code : 10825633
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				04:45 PM				04:00 PM			
+0 mins.	6	8	5	19	6	92	10	108	5	7	4	16	10	82	8	100
+15 mins.	2	10	3	15	6	103	4	113	9	9	6	24	5	54	7	66
+30 mins.	1	14	6	21	10	95	7	112	4	8	6	18	5	58	7	70
+45 mins.	7	6	9	22	9	83	5	97	2	8	11	21	5	62	9	76
Total Volume	16	38	23	77	31	373	26	430	20	32	27	79	25	256	31	312
% App. Total	20.8	49.4	29.9		7.2	86.7	6		25.3	40.5	34.2		8	82.1	9.9	
PHF	.571	.679	.639	.875	.775	.905	.650	.951	.556	.889	.614	.823	.625	.780	.861	.780

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Fri 18-19
Site Code : 10825633
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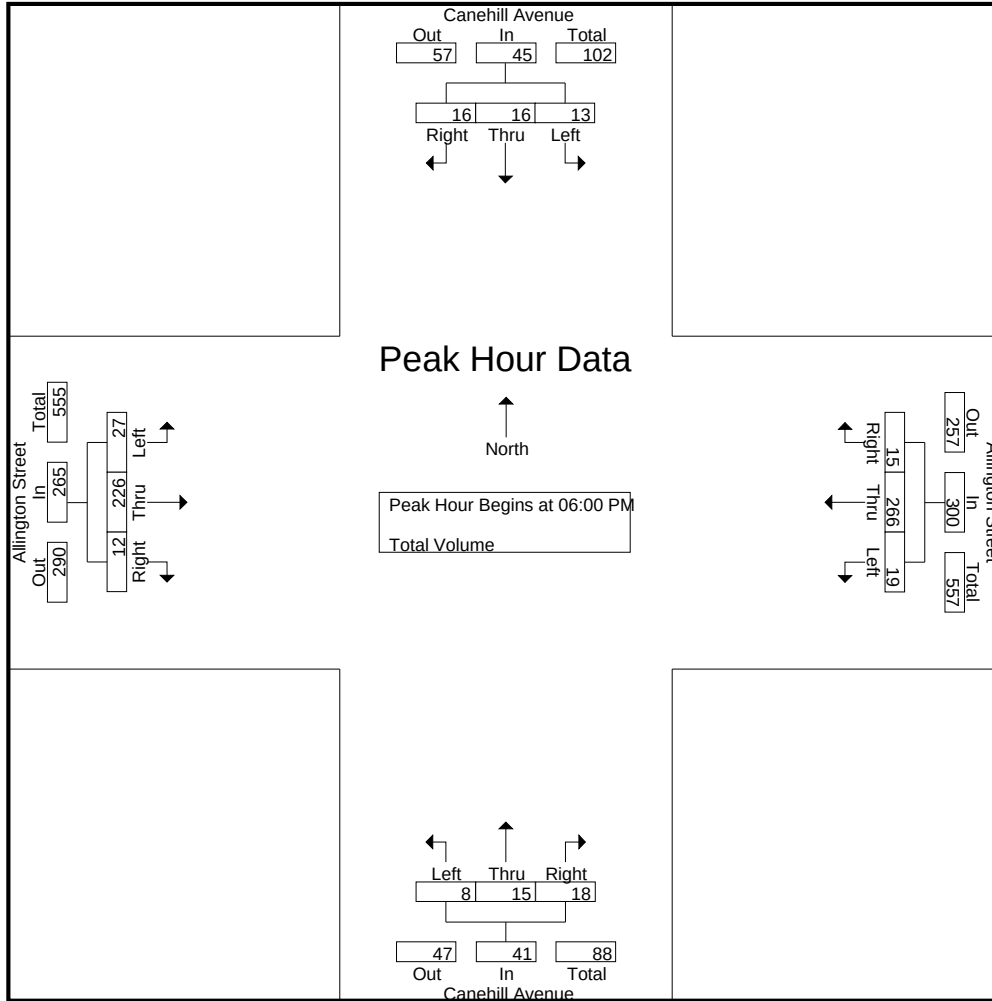
Groups Printed- Total Volume

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	4	2	1	7	4	69	3	76	3	4	8	15	7	71	3	81	179
06:15 PM	4	6	3	13	5	81	4	90	3	3	3	9	7	60	3	70	182
06:30 PM	2	3	6	11	5	66	5	76	2	5	6	13	8	48	5	61	161
06:45 PM	3	5	6	14	5	50	3	58	0	3	1	4	5	47	1	53	129
Total	13	16	16	45	19	266	15	300	8	15	18	41	27	226	12	265	651
Grand Total	13	16	16	45	19	266	15	300	8	15	18	41	27	226	12	265	651
Apprch %	28.9	35.6	35.6		6.3	88.7	5		19.5	36.6	43.9		10.2	85.3	4.5		
Total %	2	2.5	2.5	6.9	2.9	40.9	2.3	46.1	1.2	2.3	2.8	6.3	4.1	34.7	1.8	40.7	

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	4	2	1	7	4	69	3	76	3	4	8	15	7	71	3	81	179
06:15 PM	4	6	3	13	5	81	4	90	3	3	3	9	7	60	3	70	182
06:30 PM	2	3	6	11	5	66	5	76	2	5	6	13	8	48	5	61	161
06:45 PM	3	5	6	14	5	50	3	58	0	3	1	4	5	47	1	53	129
Total Volume	13	16	16	45	19	266	15	300	8	15	18	41	27	226	12	265	651
% App. Total	28.9	35.6	35.6		6.3	88.7	5		19.5	36.6	43.9		10.2	85.3	4.5		
PHF	.813	.667	.667	.804	.950	.821	.750	.833	.667	.750	.563	.683	.844	.796	.600	.818	.894

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM				06:00 PM				06:00 PM				06:00 PM			
+0 mins.	4	2	1	7	4	69	3	76	3	4	8	15	7	71	3	81
+15 mins.	4	6	3	13	5	81	4	90	3	3	3	9	7	60	3	70
+30 mins.	2	3	6	11	5	66	5	76	2	5	6	13	8	48	5	61
+45 mins.	3	5	6	14	5	50	3	58	0	3	1	4	5	47	1	53
Total Volume	13	16	16	45	19	266	15	300	8	15	18	41	27	226	12	265
% App. Total	28.9	35.6	35.6		6.3	88.7	5		19.5	36.6	43.9		10.2	85.3	4.5	
PHF	.813	.667	.667	.804	.950	.821	.750	.833	.667	.750	.563	.683	.844	.796	.600	.818

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

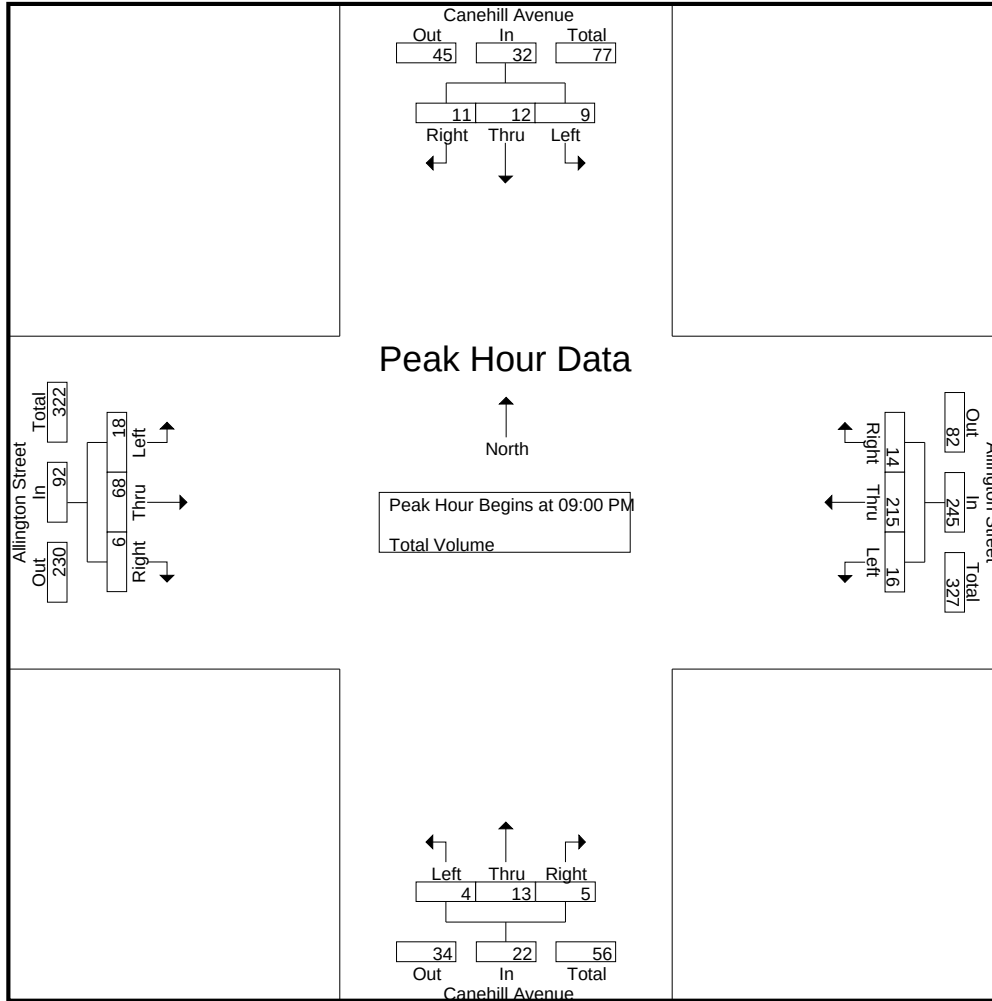
Groups Printed- Total Volume

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 PM	4	0	3	7	4	60	3	67	0	4	2	6	5	21	1	27	107
09:15 PM	2	5	1	8	5	54	4	63	2	2	0	4	5	22	2	29	104
09:30 PM	2	3	6	11	3	51	4	58	1	5	2	8	4	10	1	15	92
09:45 PM	1	4	1	6	4	50	3	57	1	2	1	4	4	15	2	21	88
Total	9	12	11	32	16	215	14	245	4	13	5	22	18	68	6	92	391
Grand Total	9	12	11	32	16	215	14	245	4	13	5	22	18	68	6	92	391
Apprch %	28.1	37.5	34.4		6.5	87.8	5.7		18.2	59.1	22.7		19.6	73.9	6.5		
Total %	2.3	3.1	2.8	8.2	4.1	55	3.6	62.7	1	3.3	1.3	5.6	4.6	17.4	1.5	23.5	

	Canehill Avenue Southbound				Allington Street Westbound				Canehill Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 PM																	
09:00 PM	4	0	3	7	4	60	3	67	0	4	2	6	5	21	1	27	107
09:15 PM	2	5	1	8	5	54	4	63	2	2	0	4	5	22	2	29	104
09:30 PM	2	3	6	11	3	51	4	58	1	5	2	8	4	10	1	15	92
09:45 PM	1	4	1	6	4	50	3	57	1	2	1	4	4	15	2	21	88
Total Volume	9	12	11	32	16	215	14	245	4	13	5	22	18	68	6	92	391
% App. Total	28.1	37.5	34.4		6.5	87.8	5.7		18.2	59.1	22.7		19.6	73.9	6.5		
PHF	.563	.600	.458	.727	.800	.896	.875	.914	.500	.650	.625	.688	.900	.773	.750	.793	.914

City of Lakewood
N/S: Canehill Avenue
E/W: Allington Street
Weather: Clear

File Name : 04_LKW_Can_All Fri 21-22
Site Code : 10825633
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM				09:00 PM				09:00 PM				09:00 PM			
+0 mins.	4	0	3	7	4	60	3	67	0	4	2	6	5	21	1	27
+15 mins.	2	5	1	8	5	54	4	63	2	2	0	4	5	22	2	29
+30 mins.	2	3	6	11	3	51	4	58	1	5	2	8	4	10	1	15
+45 mins.	1	4	1	6	4	50	3	57	1	2	1	4	4	15	2	21
Total Volume	9	12	11	32	16	215	14	245	4	13	5	22	18	68	6	92
% App. Total	28.1	37.5	34.4		6.5	87.8	5.7		18.2	59.1	22.7		19.6	73.9	6.5	
PHF	.563	.600	.458	.727	.800	.896	.875	.914	.500	.650	.625	.688	.900	.773	.750	.793

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

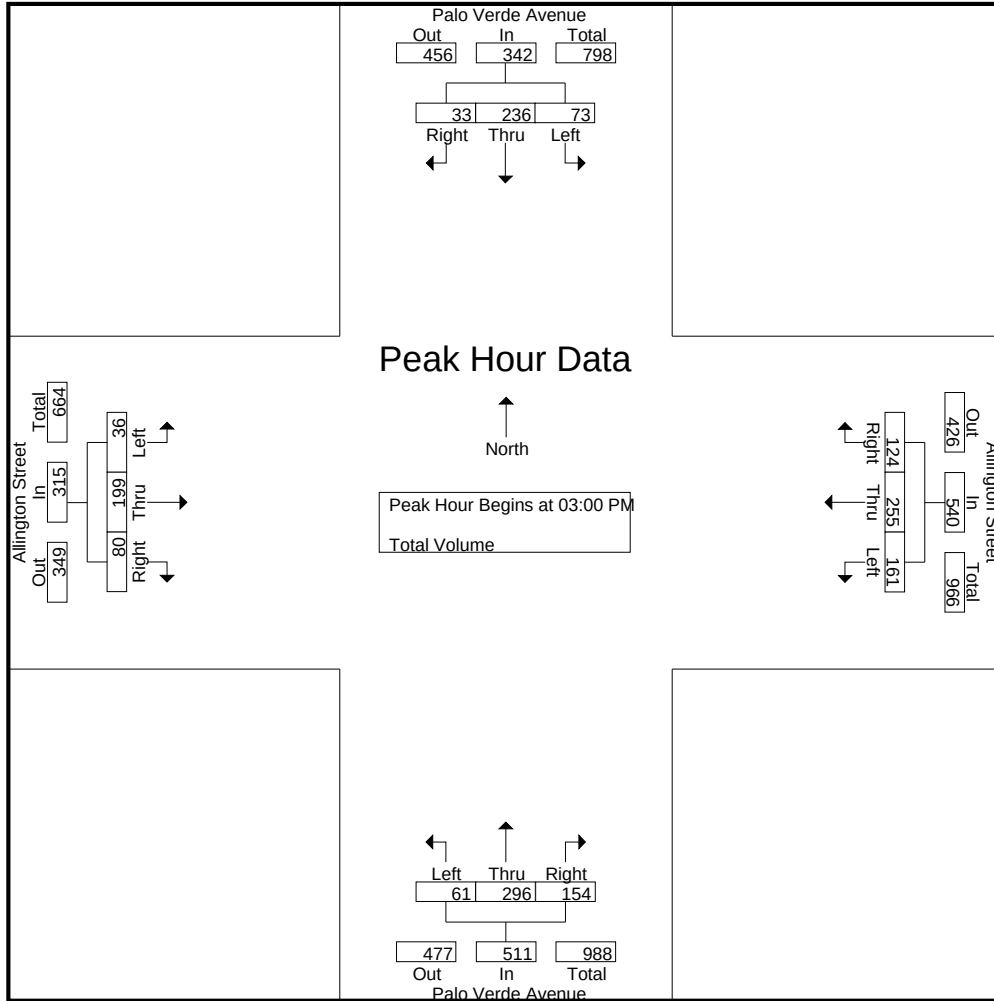
Groups Printed- Total Volume

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	14	47	11	72	48	74	31	153	17	85	45	147	11	57	26	94	466
03:15 PM	19	59	6	84	40	47	33	120	11	79	46	136	5	51	15	71	411
03:30 PM	17	65	9	91	41	64	22	127	19	60	29	108	9	47	27	83	409
03:45 PM	23	65	7	95	32	70	38	140	14	72	34	120	11	44	12	67	422
Total	73	236	33	342	161	255	124	540	61	296	154	511	36	199	80	315	1708
Grand Total	73	236	33	342	161	255	124	540	61	296	154	511	36	199	80	315	1708
Apprch %	21.3	69	9.6		29.8	47.2	23		11.9	57.9	30.1		11.4	63.2	25.4		
Total %	4.3	13.8	1.9	20	9.4	14.9	7.3	31.6	3.6	17.3	9	29.9	2.1	11.7	4.7	18.4	

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	14	47	11	72	48	74	31	153	17	85	45	147	11	57	26	94	466
03:15 PM	19	59	6	84	40	47	33	120	11	79	46	136	5	51	15	71	411
03:30 PM	17	65	9	91	41	64	22	127	19	60	29	108	9	47	27	83	409
03:45 PM	23	65	7	95	32	70	38	140	14	72	34	120	11	44	12	67	422
Total Volume	73	236	33	342	161	255	124	540	61	296	154	511	36	199	80	315	1708
% App. Total	21.3	69	9.6		29.8	47.2	23		11.9	57.9	30.1		11.4	63.2	25.4		
PHF	.793	.908	.750	.900	.839	.861	.816	.882	.803	.871	.837	.869	.818	.873	.741	.838	.916

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	14	47	11	72	48	74	31	153	17	85	45	147	11	57	26	94
+15 mins.	19	59	6	84	40	47	33	120	11	79	46	136	5	51	15	71
+30 mins.	17	65	9	91	41	64	22	127	19	60	29	108	9	47	27	83
+45 mins.	23	65	7	95	32	70	38	140	14	72	34	120	11	44	12	67
Total Volume	73	236	33	342	161	255	124	540	61	296	154	511	36	199	80	315
% App. Total	21.3	69	9.6		29.8	47.2	23		11.9	57.9	30.1		11.4	63.2	25.4	
PHF	.793	.908	.750	.900	.839	.861	.816	.882	.803	.871	.837	.869	.818	.873	.741	.838

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

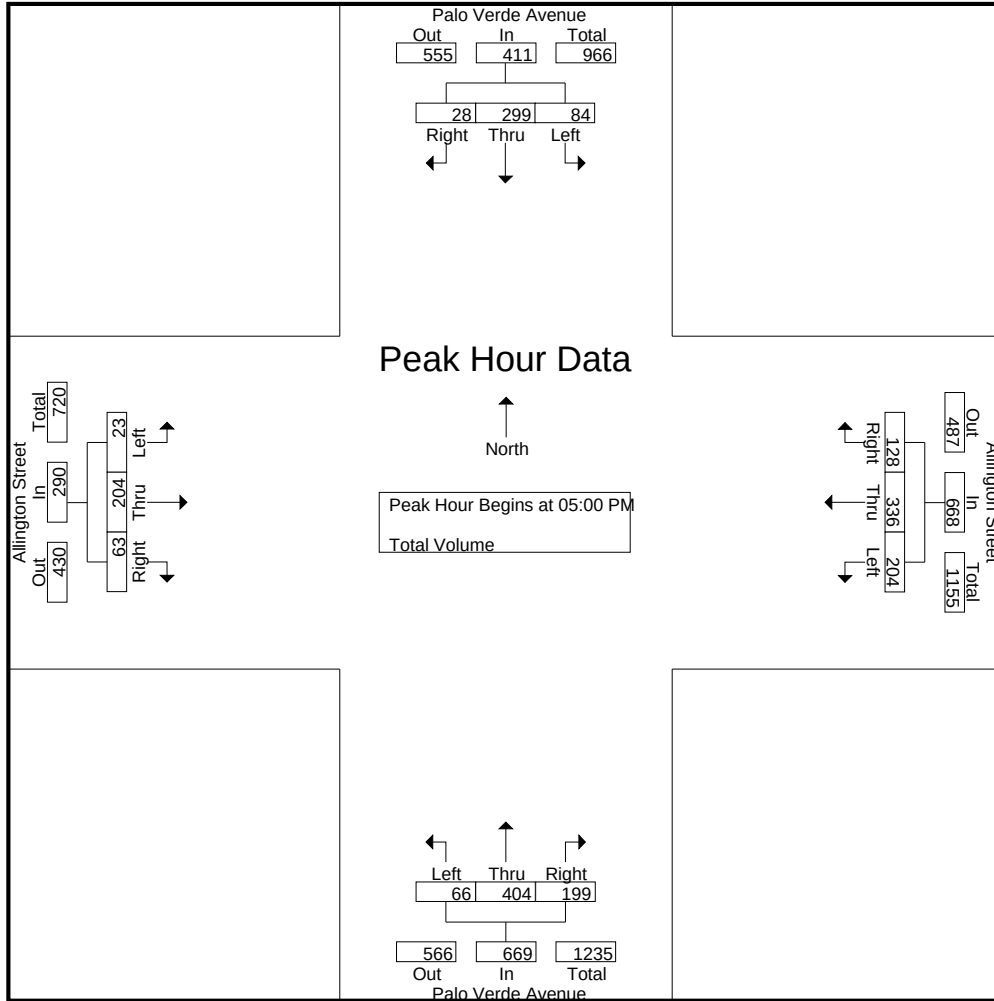
Groups Printed- Total Volume

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	75	3	97	37	78	32	147	18	87	40	145	11	65	14	90	479
04:15 PM	29	76	3	108	51	74	35	160	16	73	41	130	7	48	7	62	460
04:30 PM	19	67	3	89	45	81	26	152	10	101	26	137	2	56	11	69	447
04:45 PM	14	66	5	85	59	68	41	168	11	87	39	137	7	52	11	70	460
Total	81	284	14	379	192	301	134	627	55	348	146	549	27	221	43	291	1846
05:00 PM	19	70	7	96	45	90	35	170	16	80	33	129	8	39	17	64	459
05:15 PM	14	73	7	94	48	77	30	155	20	119	49	188	7	53	16	76	513
05:30 PM	31	85	9	125	47	97	36	180	14	117	55	186	4	56	11	71	562
05:45 PM	20	71	5	96	64	72	27	163	16	88	62	166	4	56	19	79	504
Total	84	299	28	411	204	336	128	668	66	404	199	669	23	204	63	290	2038
Grand Total	165	583	42	790	396	637	262	1295	121	752	345	1218	50	425	106	581	3884
Apprch %	20.9	73.8	5.3		30.6	49.2	20.2		9.9	61.7	28.3		8.6	73.1	18.2		
Total %	4.2	15	1.1	20.3	10.2	16.4	6.7	33.3	3.1	19.4	8.9	31.4	1.3	10.9	2.7	15	

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	19	70	7	96	45	90	35	170	16	80	33	129	8	39	17	64	459
05:15 PM	14	73	7	94	48	77	30	155	20	119	49	188	7	53	16	76	513
05:30 PM	31	85	9	125	47	97	36	180	14	117	55	186	4	56	11	71	562
05:45 PM	20	71	5	96	64	72	27	163	16	88	62	166	4	56	19	79	504
Total Volume	84	299	28	411	204	336	128	668	66	404	199	669	23	204	63	290	2038
% App. Total	20.4	72.7	6.8		30.5	50.3	19.2		9.9	60.4	29.7		7.9	70.3	21.7		
PHF	.677	.879	.778	.822	.797	.866	.889	.928	.825	.849	.802	.890	.719	.911	.829	.918	.907

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	19	70	7	96	59	68	41	168	16	80	33	129	11	65	14	90
+15 mins.	14	73	7	94	45	90	35	170	20	119	49	188	7	48	7	62
+30 mins.	31	85	9	125	48	77	30	155	14	117	55	186	2	56	11	69
+45 mins.	20	71	5	96	47	97	36	180	16	88	62	166	7	52	11	70
Total Volume	84	299	28	411	199	332	142	673	66	404	199	669	27	221	43	291
% App. Total	20.4	72.7	6.8		29.6	49.3	21.1		9.9	60.4	29.7		9.3	75.9	14.8	
PHF	.677	.879	.778	.822	.843	.856	.866	.935	.825	.849	.802	.890	.614	.850	.768	.808

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

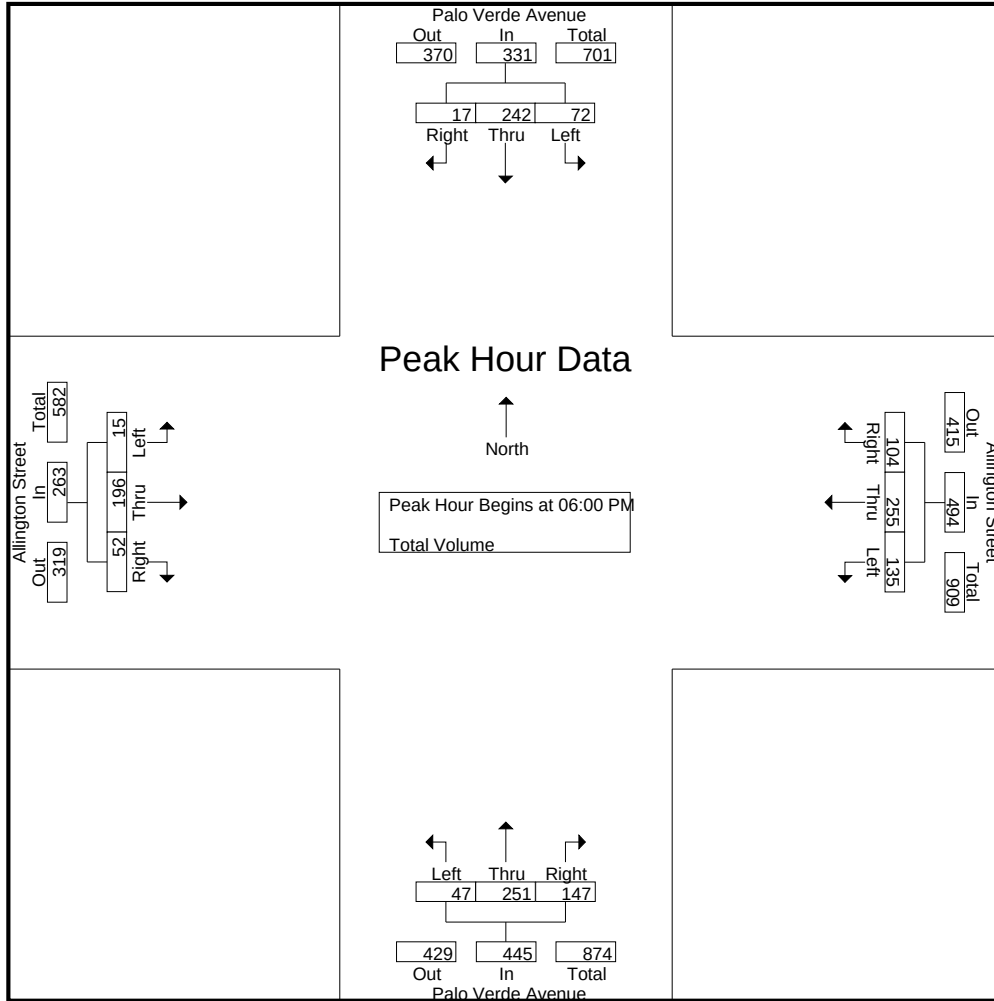
Groups Printed- Total Volume

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	20	63	6	89	29	57	29	115	21	81	41	143	2	64	15	81	428
06:15 PM	19	69	7	95	38	79	28	145	8	64	36	108	6	51	19	76	424
06:30 PM	15	59	1	75	26	64	24	114	13	53	37	103	4	43	7	54	346
06:45 PM	18	51	3	72	42	55	23	120	5	53	33	91	3	38	11	52	335
Total	72	242	17	331	135	255	104	494	47	251	147	445	15	196	52	263	1533
Grand Total	72	242	17	331	135	255	104	494	47	251	147	445	15	196	52	263	1533
Apprch %	21.8	73.1	5.1		27.3	51.6	21.1		10.6	56.4	33		5.7	74.5	19.8		
Total %	4.7	15.8	1.1	21.6	8.8	16.6	6.8	32.2	3.1	16.4	9.6	29	1	12.8	3.4	17.2	

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	20	63	6	89	29	57	29	115	21	81	41	143	2	64	15	81	428
06:15 PM	19	69	7	95	38	79	28	145	8	64	36	108	6	51	19	76	424
06:30 PM	15	59	1	75	26	64	24	114	13	53	37	103	4	43	7	54	346
06:45 PM	18	51	3	72	42	55	23	120	5	53	33	91	3	38	11	52	335
Total Volume	72	242	17	331	135	255	104	494	47	251	147	445	15	196	52	263	1533
% App. Total	21.8	73.1	5.1		27.3	51.6	21.1		10.6	56.4	33		5.7	74.5	19.8		
PHF	.900	.877	.607	.871	.804	.807	.897	.852	.560	.775	.896	.778	.625	.766	.684	.812	.895

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM				06:00 PM				06:00 PM				06:00 PM			
+0 mins.	20	63	6	89	29	57	29	115	21	81	41	143	2	64	15	81
+15 mins.	19	69	7	95	38	79	28	145	8	64	36	108	6	51	19	76
+30 mins.	15	59	1	75	26	64	24	114	13	53	37	103	4	43	7	54
+45 mins.	18	51	3	72	42	55	23	120	5	53	33	91	3	38	11	52
Total Volume	72	242	17	331	135	255	104	494	47	251	147	445	15	196	52	263
% App. Total	21.8	73.1	5.1		27.3	51.6	21.1		10.6	56.4	33		5.7	74.5	19.8	
PHF	.900	.877	.607	.871	.804	.807	.897	.852	.560	.775	.896	.778	.625	.766	.684	.812

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

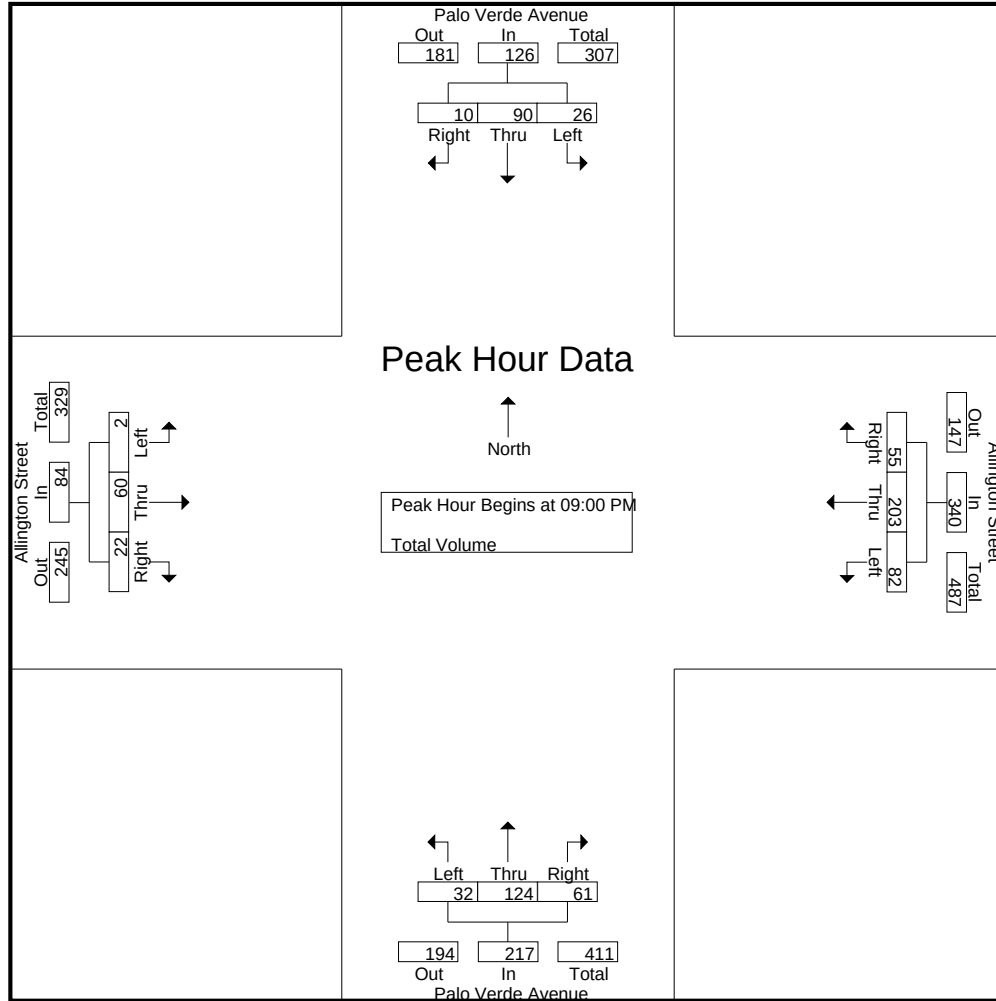
Groups Printed- Total Volume

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 PM	9	26	0	35	30	66	14	110	5	32	17	54	0	18	8	26	225
09:15 PM	5	26	4	35	18	49	16	83	6	34	21	61	1	21	5	27	206
09:30 PM	9	22	3	34	21	45	11	77	13	30	16	59	0	9	5	14	184
09:45 PM	3	16	3	22	13	43	14	70	8	28	7	43	1	12	4	17	152
Total	26	90	10	126	82	203	55	340	32	124	61	217	2	60	22	84	767
Grand Total	26	90	10	126	82	203	55	340	32	124	61	217	2	60	22	84	767
Apprch %	20.6	71.4	7.9		24.1	59.7	16.2		14.7	57.1	28.1		2.4	71.4	26.2		
Total %	3.4	11.7	1.3	16.4	10.7	26.5	7.2	44.3	4.2	16.2	8	28.3	0.3	7.8	2.9	11	

	Palo Verde Avenue Southbound				Allington Street Westbound				Palo Verde Avenue Northbound				Allington Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 PM																	
09:00 PM	9	26	0	35	30	66	14	110	5	32	17	54	0	18	8	26	225
09:15 PM	5	26	4	35	18	49	16	83	6	34	21	61	1	21	5	27	206
09:30 PM	9	22	3	34	21	45	11	77	13	30	16	59	0	9	5	14	184
09:45 PM	3	16	3	22	13	43	14	70	8	28	7	43	1	12	4	17	152
Total Volume	26	90	10	126	82	203	55	340	32	124	61	217	2	60	22	84	767
% App. Total	20.6	71.4	7.9		24.1	59.7	16.2		14.7	57.1	28.1		2.4	71.4	26.2		
PHF	.722	.865	.625	.900	.683	.769	.859	.773	.615	.912	.726	.889	.500	.714	.688	.778	.852

City of Lakewood
N/S: Palo Verde Avenue
E/W: Allington Street
Weather: Clear

File Name : 05_LKW_PV_All Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM				09:00 PM				09:00 PM				09:00 PM			
+0 mins.	9	26	0	35	30	66	14	110	5	32	17	54	0	18	8	26
+15 mins.	5	26	4	35	18	49	16	83	6	34	21	61	1	21	5	27
+30 mins.	9	22	3	34	21	45	11	77	13	30	16	59	0	9	5	14
+45 mins.	3	16	3	22	13	43	14	70	8	28	7	43	1	12	4	17
Total Volume	26	90	10	126	82	203	55	340	32	124	61	217	2	60	22	84
% App. Total	20.6	71.4	7.9		24.1	59.7	16.2		14.7	57.1	28.1		2.4	71.4	26.2	
PHF	.722	.865	.625	.900	.683	.769	.859	.773	.615	.912	.726	.889	.500	.714	.688	.778

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

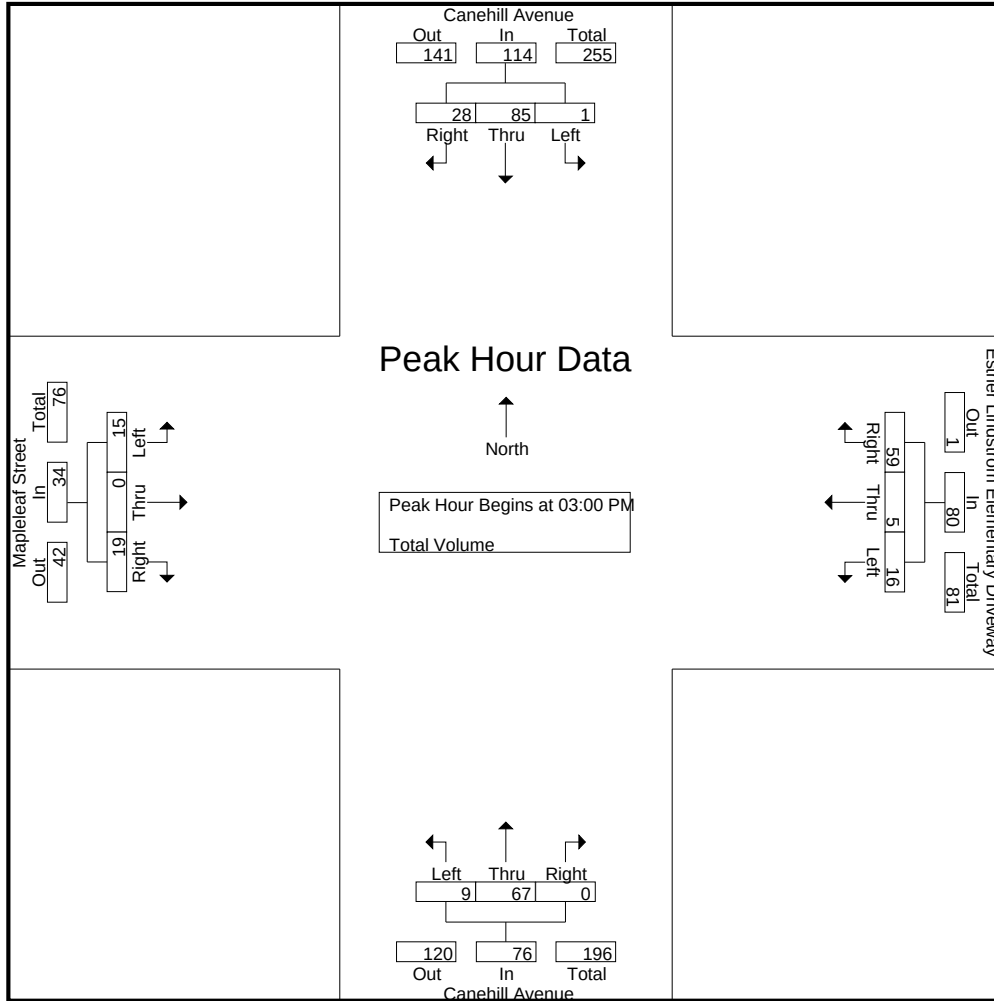
Groups Printed- Total Volume

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
03:00 PM	1	29	19	49	6	4	36	46	3	31	0	34	6	0	9	15	144
03:15 PM	0	15	2	17	3	1	14	18	2	10	0	12	3	0	4	7	54
03:30 PM	0	23	2	25	4	0	5	9	3	13	0	16	1	0	3	4	54
03:45 PM	0	18	5	23	3	0	4	7	1	13	0	14	5	0	3	8	52
Total	1	85	28	114	16	5	59	80	9	67	0	76	15	0	19	34	304
Grand Total	1	85	28	114	16	5	59	80	9	67	0	76	15	0	19	34	304
Apprch %	0.9	74.6	24.6		20	6.2	73.8		11.8	88.2	0		44.1	0	55.9		
Total %	0.3	28	9.2	37.5	5.3	1.6	19.4	26.3	3	22	0	25	4.9	0	6.2	11.2	

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	1	29	19	49	6	4	36	46	3	31	0	34	6	0	9	15	144
03:15 PM	0	15	2	17	3	1	14	18	2	10	0	12	3	0	4	7	54
03:30 PM	0	23	2	25	4	0	5	9	3	13	0	16	1	0	3	4	54
03:45 PM	0	18	5	23	3	0	4	7	1	13	0	14	5	0	3	8	52
Total Volume	1	85	28	114	16	5	59	80	9	67	0	76	15	0	19	34	304
% App. Total	0.9	74.6	24.6		20	6.2	73.8		11.8	88.2	0		44.1	0	55.9		
PHF	.250	.733	.368	.582	.667	.313	.410	.435	.750	.540	.000	.559	.625	.000	.528	.567	.528

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Th 15-16
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:00 PM				03:00 PM				03:00 PM				03:00 PM			
+0 mins.	1	29	19	49	6	4	36	46	3	31	0	34	6	0	9	15
+15 mins.	0	15	2	17	3	1	14	18	2	10	0	12	3	0	4	7
+30 mins.	0	23	2	25	4	0	5	9	3	13	0	16	1	0	3	4
+45 mins.	0	18	5	23	3	0	4	7	1	13	0	14	5	0	3	8
Total Volume	1	85	28	114	16	5	59	80	9	67	0	76	15	0	19	34
% App. Total	0.9	74.6	24.6		20	6.2	73.8		11.8	88.2	0		44.1	0	55.9	
PHF	.250	.733	.368	.582	.667	.313	.410	.435	.750	.540	.000	.559	.625	.000	.528	.567

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

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
Page No : 1

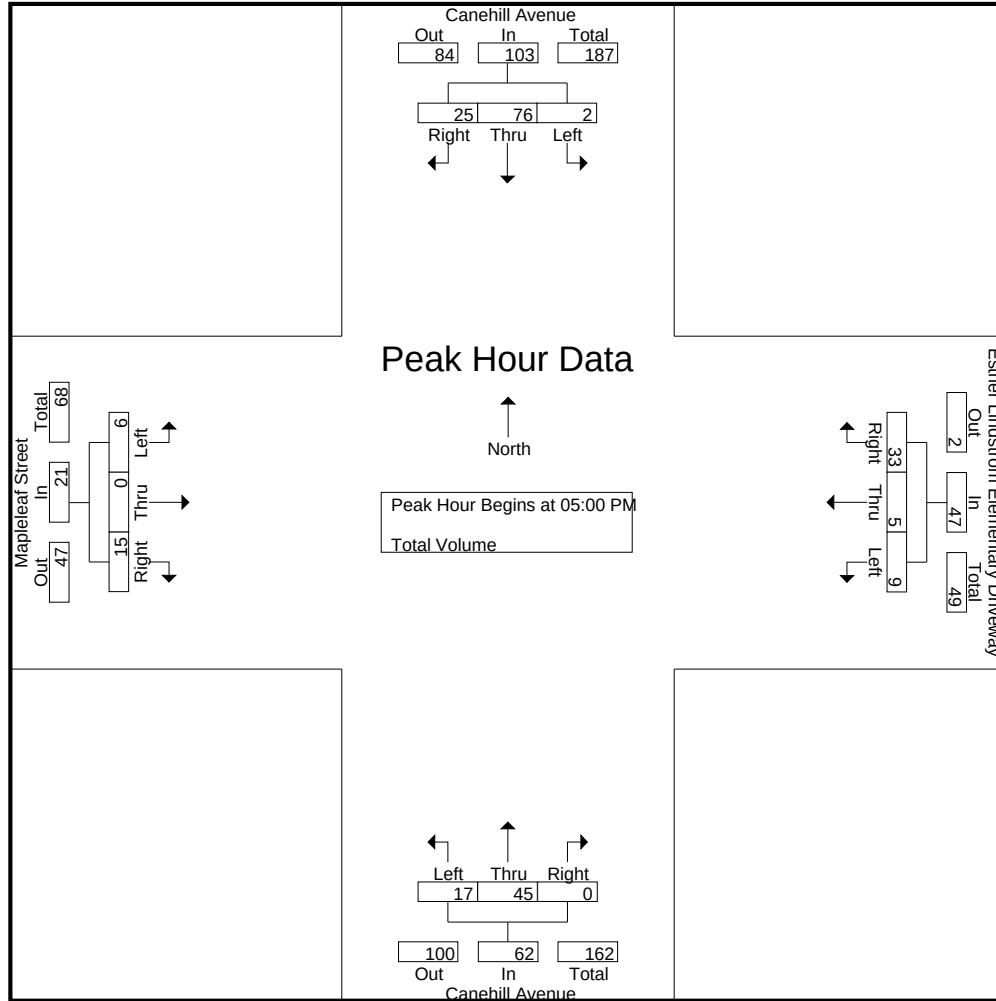
Groups Printed- Total Volume

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	17	6	23	1	0	4	5	5	11	0	16	5	0	1	6	50
04:15 PM	0	15	4	19	3	2	6	11	3	5	1	9	2	0	3	5	44
04:30 PM	0	14	7	21	0	1	2	3	3	7	0	10	2	0	3	5	39
04:45 PM	0	14	4	18	3	3	11	17	3	5	0	8	3	0	5	8	51
Total	0	60	21	81	7	6	23	36	14	28	1	43	12	0	12	24	184
05:00 PM	0	25	4	29	5	0	10	15	4	12	0	16	1	0	3	4	64
05:15 PM	0	17	2	19	2	1	11	14	5	17	0	22	0	0	4	4	59
05:30 PM	0	20	8	28	1	3	5	9	6	7	0	13	4	0	4	8	58
05:45 PM	2	14	11	27	1	1	7	9	2	9	0	11	1	0	4	5	52
Total	2	76	25	103	9	5	33	47	17	45	0	62	6	0	15	21	233
Grand Total	2	136	46	184	16	11	56	83	31	73	1	105	18	0	27	45	417
Apprch %	1.1	73.9	25		19.3	13.3	67.5		29.5	69.5	1		40	0	60		
Total %	0.5	32.6	11	44.1	3.8	2.6	13.4	19.9	7.4	17.5	0.2	25.2	4.3	0	6.5	10.8	

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	25	4	29	5	0	10	15	4	12	0	16	1	0	3	4	64
05:15 PM	0	17	2	19	2	1	11	14	5	17	0	22	0	0	4	4	59
05:30 PM	0	20	8	28	1	3	5	9	6	7	0	13	4	0	4	8	58
05:45 PM	2	14	11	27	1	1	7	9	2	9	0	11	1	0	4	5	52
Total Volume	2	76	25	103	9	5	33	47	17	45	0	62	6	0	15	21	233
% App. Total	1.9	73.8	24.3		19.1	10.6	70.2		27.4	72.6	0		28.6	0	71.4		
PHF	.250	.760	.568	.888	.450	.417	.750	.783	.708	.662	.000	.705	.375	.000	.938	.656	.910

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

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Site Code : 10825633
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:45 PM				05:00 PM				04:00 PM			
+0 mins.	0	25	4	29	3	3	11	17	4	12	0	16	5	0	1	6
+15 mins.	0	17	2	19	5	0	10	15	5	17	0	22	2	0	3	5
+30 mins.	0	20	8	28	2	1	11	14	6	7	0	13	2	0	3	5
+45 mins.	2	14	11	27	1	3	5	9	2	9	0	11	3	0	5	8
Total Volume	2	76	25	103	11	7	37	55	17	45	0	62	12	0	12	24
% App. Total	1.9	73.8	24.3		20	12.7	67.3		27.4	72.6	0		50	0	50	
PHF	.250	.760	.568	.888	.550	.583	.841	.809	.708	.662	.000	.705	.600	.000	.600	.750

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

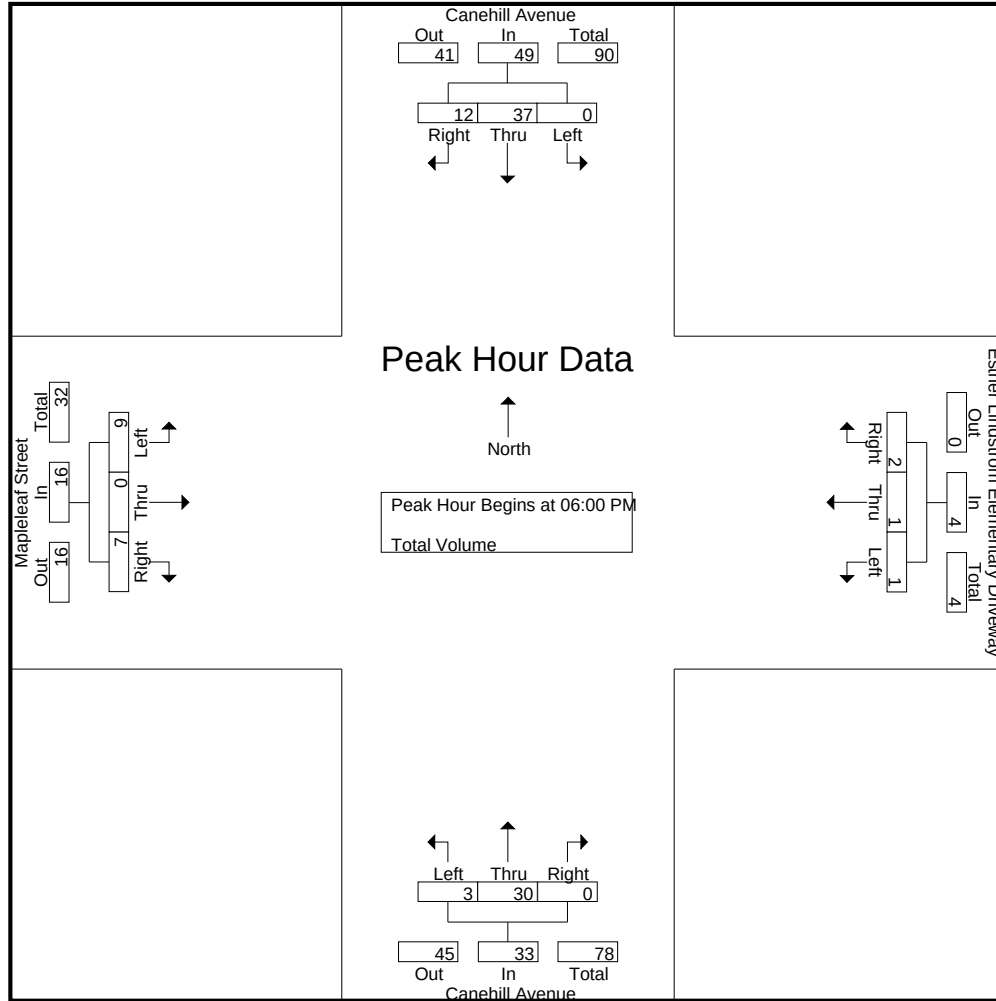
Groups Printed- Total Volume

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	11	2	13	0	1	2	3	1	7	0	8	5	0	3	8	32
06:15 PM	0	8	1	9	0	0	0	0	0	8	0	8	1	0	2	3	20
06:30 PM	0	11	5	16	1	0	0	1	0	9	0	9	3	0	0	3	29
06:45 PM	0	7	4	11	0	0	0	0	2	6	0	8	0	0	2	2	21
Total	0	37	12	49	1	1	2	4	3	30	0	33	9	0	7	16	102
Grand Total	0	37	12	49	1	1	2	4	3	30	0	33	9	0	7	16	102
Apprch %	0	75.5	24.5		25	25	50		9.1	90.9	0		56.2	0	43.8		
Total %	0	36.3	11.8	48	1	1	2	3.9	2.9	29.4	0	32.4	8.8	0	6.9	15.7	

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:00 PM																	
06:00 PM	0	11	2	13	0	1	2	3	1	7	0	8	5	0	3	8	32
06:15 PM	0	8	1	9	0	0	0	0	0	8	0	8	1	0	2	3	20
06:30 PM	0	11	5	16	1	0	0	1	0	9	0	9	3	0	0	3	29
06:45 PM	0	7	4	11	0	0	0	0	2	6	0	8	0	0	2	2	21
Total Volume	0	37	12	49	1	1	2	4	3	30	0	33	9	0	7	16	102
% App. Total	0	75.5	24.5		25	25	50		9.1	90.9	0		56.2	0	43.8		
PHF	.000	.841	.600	.766	.250	.250	.250	.333	.375	.833	.000	.917	.450	.000	.583	.500	.797

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Fri 18-19
Site Code : 10825633
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM				06:00 PM				06:00 PM				06:00 PM			
+0 mins.	0	11	2	13	0	1	2	3	1	7	0	8	5	0	3	8
+15 mins.	0	8	1	9	0	0	0	0	0	8	0	8	1	0	2	3
+30 mins.	0	11	5	16	1	0	0	1	0	9	0	9	3	0	0	3
+45 mins.	0	7	4	11	0	0	0	0	2	6	0	8	0	0	2	2
Total Volume	0	37	12	49	1	1	2	4	3	30	0	33	9	0	7	16
% App. Total	0	75.5	24.5		25	25	50		9.1	90.9	0		56.2	0	43.8	
PHF	.000	.841	.600	.766	.250	.250	.250	.333	.375	.833	.000	.917	.450	.000	.583	.500

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

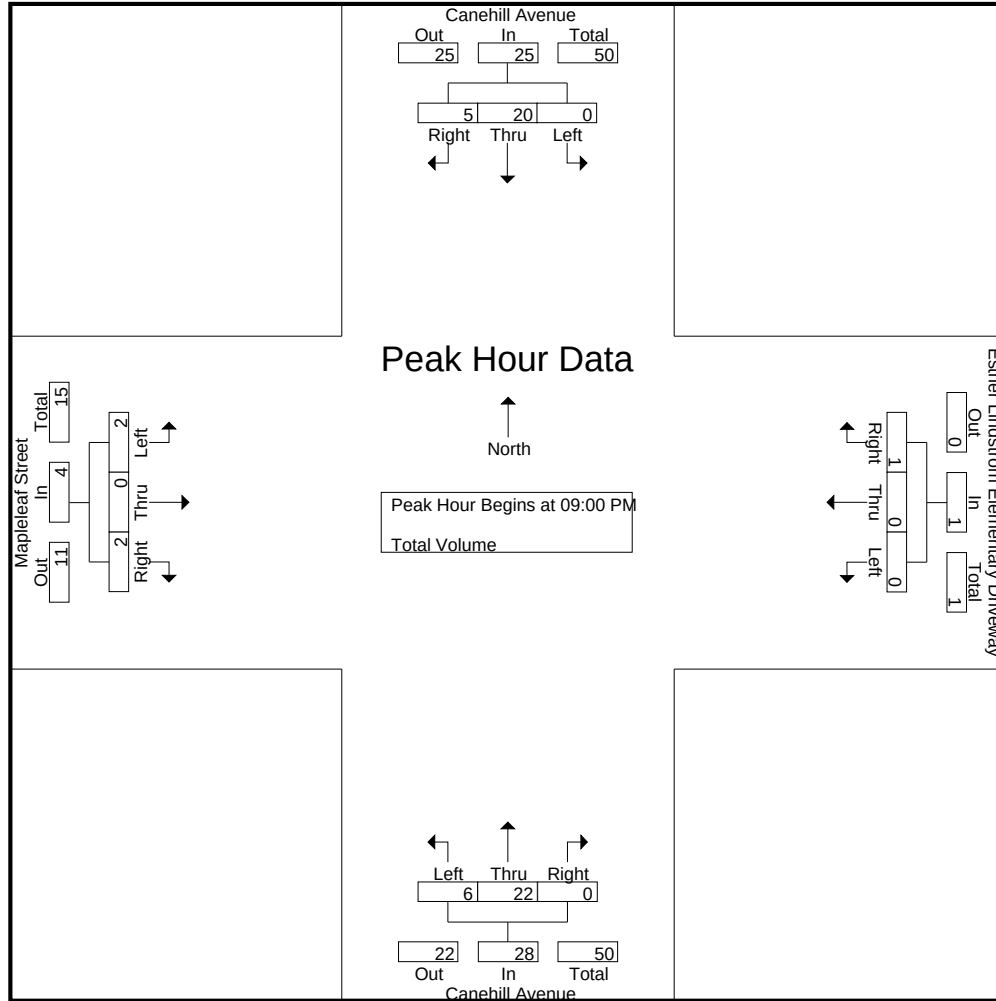
Groups Printed- Total Volume

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
09:00 PM	0	2	1	3	0	0	0	0	2	4	0	6	0	0	0	0	9
09:15 PM	0	8	2	10	0	0	1	1	3	5	0	8	0	0	1	1	20
09:30 PM	0	4	0	4	0	0	0	0	1	8	0	9	1	0	0	1	14
09:45 PM	0	6	2	8	0	0	0	0	0	5	0	5	1	0	1	2	15
Total	0	20	5	25	0	0	1	1	6	22	0	28	2	0	2	4	58
Grand Total	0	20	5	25	0	0	1	1	6	22	0	28	2	0	2	4	58
Apprch %	0	80	20		0	0	100		21.4	78.6	0		50	0	50		
Total %	0	34.5	8.6	43.1	0	0	1.7	1.7	10.3	37.9	0	48.3	3.4	0	3.4	6.9	

	Canehill Avenue Southbound				Esther Lindstrom Elementary Driveway Westbound				Canehill Avenue Northbound				Mapleleaf Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 09:00 PM																	
09:00 PM	0	2	1	3	0	0	0	0	2	4	0	6	0	0	0	0	9
09:15 PM	0	8	2	10	0	0	1	1	3	5	0	8	0	0	1	1	20
09:30 PM	0	4	0	4	0	0	0	0	1	8	0	9	1	0	0	1	14
09:45 PM	0	6	2	8	0	0	0	0	0	5	0	5	1	0	1	2	15
Total Volume	0	20	5	25	0	0	1	1	6	22	0	28	2	0	2	4	58
% App. Total	0	80	20		0	0	100		21.4	78.6	0		50	0	50		
PHF	.000	.625	.625	.625	.000	.000	.250	.250	.500	.688	.000	.778	.500	.000	.500	.500	.725

City of Lakewood
N/S: Canehill Avenue
E/W: Mapleleaf Street
Weather: Clear

File Name : 06_LKW_Can_Map Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
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Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM				09:00 PM				09:00 PM				09:00 PM			
+0 mins.	0	2	1	3	0	0	0	0	2	4	0	6	0	0	0	0
+15 mins.	0	8	2	10	0	0	1	1	3	5	0	8	0	0	1	1
+30 mins.	0	4	0	4	0	0	0	0	1	8	0	9	1	0	0	1
+45 mins.	0	6	2	8	0	0	0	0	0	5	0	5	1	0	1	2
Total Volume	0	20	5	25	0	0	1	1	6	22	0	28	2	0	2	4
% App. Total	0	80	20		0	0	100		21.4	78.6	0		50	0	50	
PHF	.000	.625	.625	.625	.000	.000	.250	.250	.500	.688	.000	.778	.500	.000	.500	.500

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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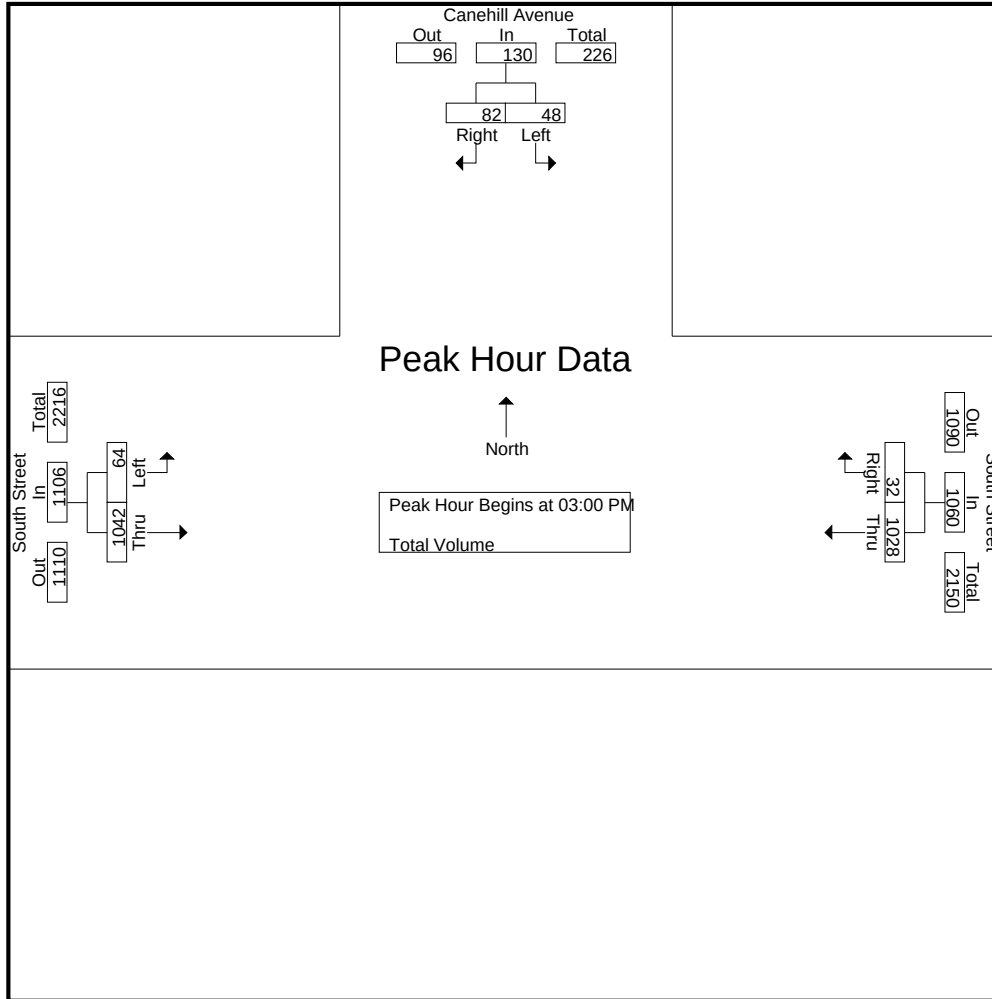
Groups Printed- Total Volume

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
03:00 PM	21	35	56	269	11	280	21	278	299	635
03:15 PM	11	18	29	254	9	263	9	266	275	567
03:30 PM	7	17	24	270	8	278	15	260	275	577
03:45 PM	9	12	21	235	4	239	19	238	257	517
Total	48	82	130	1028	32	1060	64	1042	1106	2296
Grand Total	48	82	130	1028	32	1060	64	1042	1106	2296
Apprch %	36.9	63.1		97	3		5.8	94.2		
Total %	2.1	3.6	5.7	44.8	1.4	46.2	2.8	45.4	48.2	

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 03:00 PM										
03:00 PM	21	35	56	269	11	280	21	278	299	635
03:15 PM	11	18	29	254	9	263	9	266	275	567
03:30 PM	7	17	24	270	8	278	15	260	275	577
03:45 PM	9	12	21	235	4	239	19	238	257	517
Total Volume	48	82	130	1028	32	1060	64	1042	1106	2296
% App. Total	36.9	63.1		97	3		5.8	94.2		
PHF	.571	.586	.580	.952	.727	.946	.762	.937	.925	.904

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Th 15-16
Site Code : 10825633
Start Date : 5/29/2025
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Peak Hour Analysis From 03:00 PM to 03:45 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:00 PM			03:00 PM			03:00 PM		
+0 mins.	21	35	56	269	11	280	21	278	299
+15 mins.	11	18	29	254	9	263	9	266	275
+30 mins.	7	17	24	270	8	278	15	260	275
+45 mins.	9	12	21	235	4	239	19	238	257
Total Volume	48	82	130	1028	32	1060	64	1042	1106
% App. Total	36.9	63.1		97	3		5.8	94.2	
PHF	.571	.586	.580	.952	.727	.946	.762	.937	.925

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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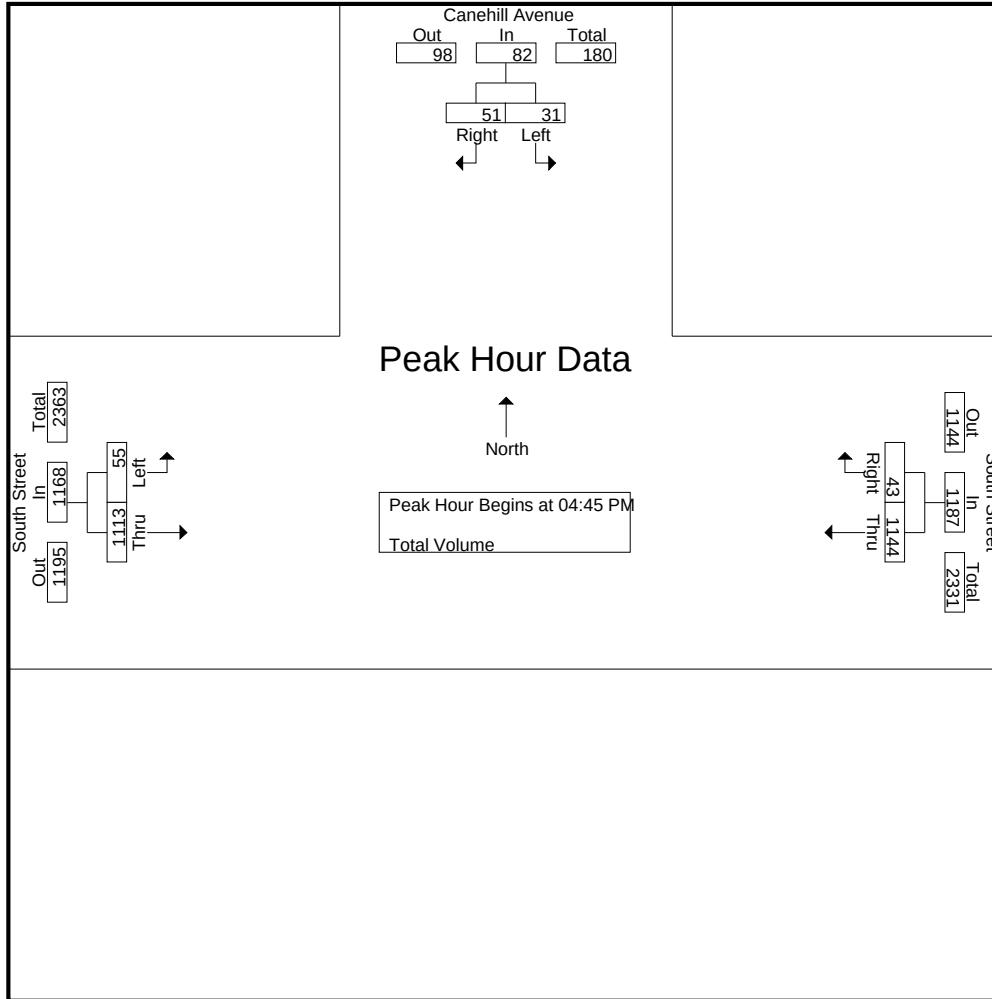
Groups Printed- Total Volume

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	10	19	273	7	280	15	275	290	589
04:15 PM	11	11	22	292	7	299	8	258	266	587
04:30 PM	5	12	17	241	7	248	15	292	307	572
04:45 PM	4	13	17	310	8	318	9	271	280	615
Total	29	46	75	1116	29	1145	47	1096	1143	2363
05:00 PM	11	15	26	262	15	277	16	298	314	617
05:15 PM	7	10	17	285	12	297	18	282	300	614
05:30 PM	9	13	22	287	8	295	12	262	274	591
05:45 PM	11	8	19	283	12	295	12	282	294	608
Total	38	46	84	1117	47	1164	58	1124	1182	2430
Grand Total	67	92	159	2233	76	2309	105	2220	2325	4793
Apprch %	42.1	57.9		96.7	3.3		4.5	95.5		
Total %	1.4	1.9	3.3	46.6	1.6	48.2	2.2	46.3	48.5	

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	4	13	17	310	8	318	9	271	280	615
05:00 PM	11	15	26	262	15	277	16	298	314	617
05:15 PM	7	10	17	285	12	297	18	282	300	614
05:30 PM	9	13	22	287	8	295	12	262	274	591
Total Volume	31	51	82	1144	43	1187	55	1113	1168	2437
% App. Total	37.8	62.2		96.4	3.6		4.7	95.3		
PHF	.705	.850	.788	.923	.717	.933	.764	.934	.930	.987

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Th 16-18
Site Code : 10825633
Start Date : 5/29/2025
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:45 PM			04:30 PM		
+0 mins.	11	15	26	310	8	318	15	292	307
+15 mins.	7	10	17	262	15	277	9	271	280
+30 mins.	9	13	22	285	12	297	16	298	314
+45 mins.	11	8	19	287	8	295	18	282	300
Total Volume	38	46	84	1144	43	1187	58	1143	1201
% App. Total	45.2	54.8		96.4	3.6		4.8	95.2	
PHF	.864	.767	.808	.923	.717	.933	.806	.959	.956

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Fri 18-19
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

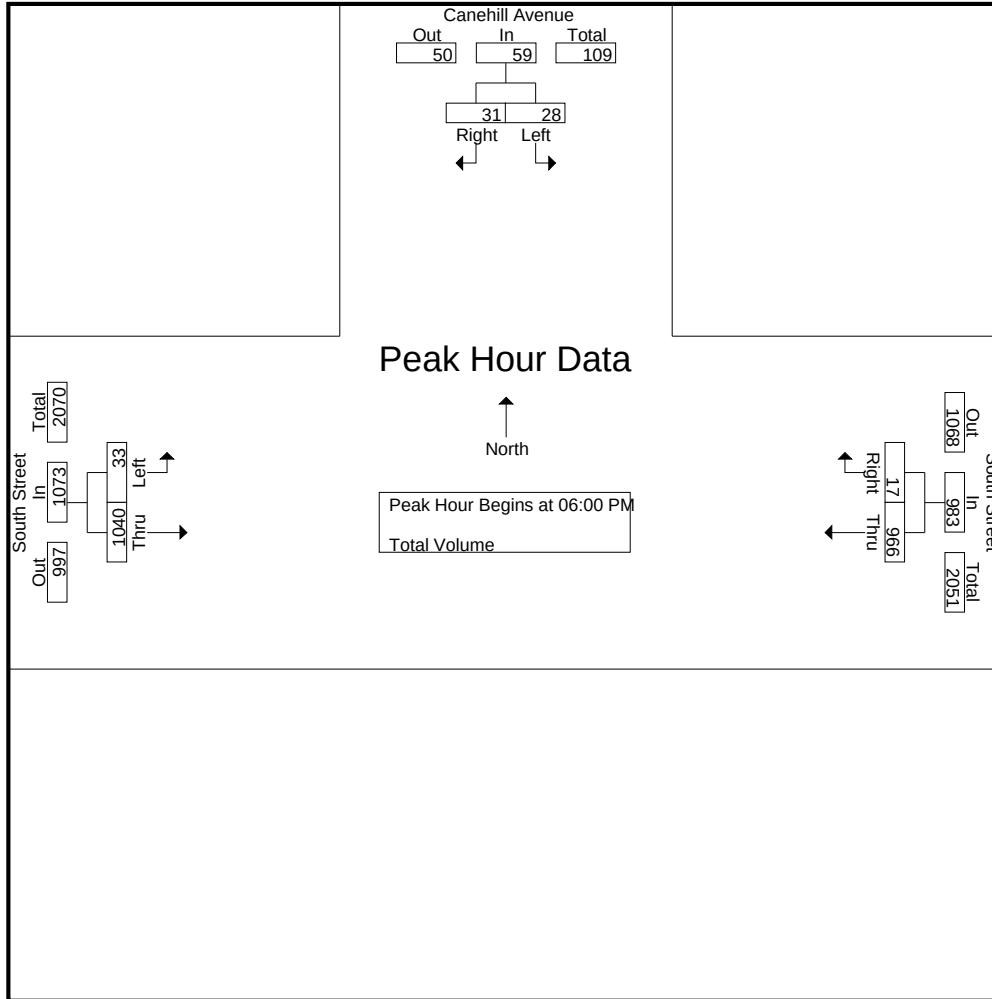
Groups Printed- Total Volume

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
06:00 PM	10	9	19	258	3	261	10	293	303	583
06:15 PM	4	5	9	266	4	270	9	268	277	556
06:30 PM	10	10	20	227	3	230	8	268	276	526
06:45 PM	4	7	11	215	7	222	6	211	217	450
Total	28	31	59	966	17	983	33	1040	1073	2115
Grand Total	28	31	59	966	17	983	33	1040	1073	2115
Apprch %	47.5	52.5		98.3	1.7		3.1	96.9		
Total %	1.3	1.5	2.8	45.7	0.8	46.5	1.6	49.2	50.7	

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 06:00 PM										
06:00 PM	10	9	19	258	3	261	10	293	303	583
06:15 PM	4	5	9	266	4	270	9	268	277	556
06:30 PM	10	10	20	227	3	230	8	268	276	526
06:45 PM	4	7	11	215	7	222	6	211	217	450
Total Volume	28	31	59	966	17	983	33	1040	1073	2115
% App. Total	47.5	52.5		98.3	1.7		3.1	96.9		
PHF	.700	.775	.738	.908	.607	.910	.825	.887	.885	.907

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Fri 18-19
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Peak Hour Analysis From 06:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:00 PM			06:00 PM			06:00 PM		
+0 mins.	10	9	19	258	3	261	10	293	303
+15 mins.	4	5	9	266	4	270	9	268	277
+30 mins.	10	10	20	227	3	230	8	268	276
+45 mins.	4	7	11	215	7	222	6	211	217
Total Volume	28	31	59	966	17	983	33	1040	1073
% App. Total	47.5	52.5		98.3	1.7		3.1	96.9	
PHF	.700	.775	.738	.908	.607	.910	.825	.887	.885

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 1

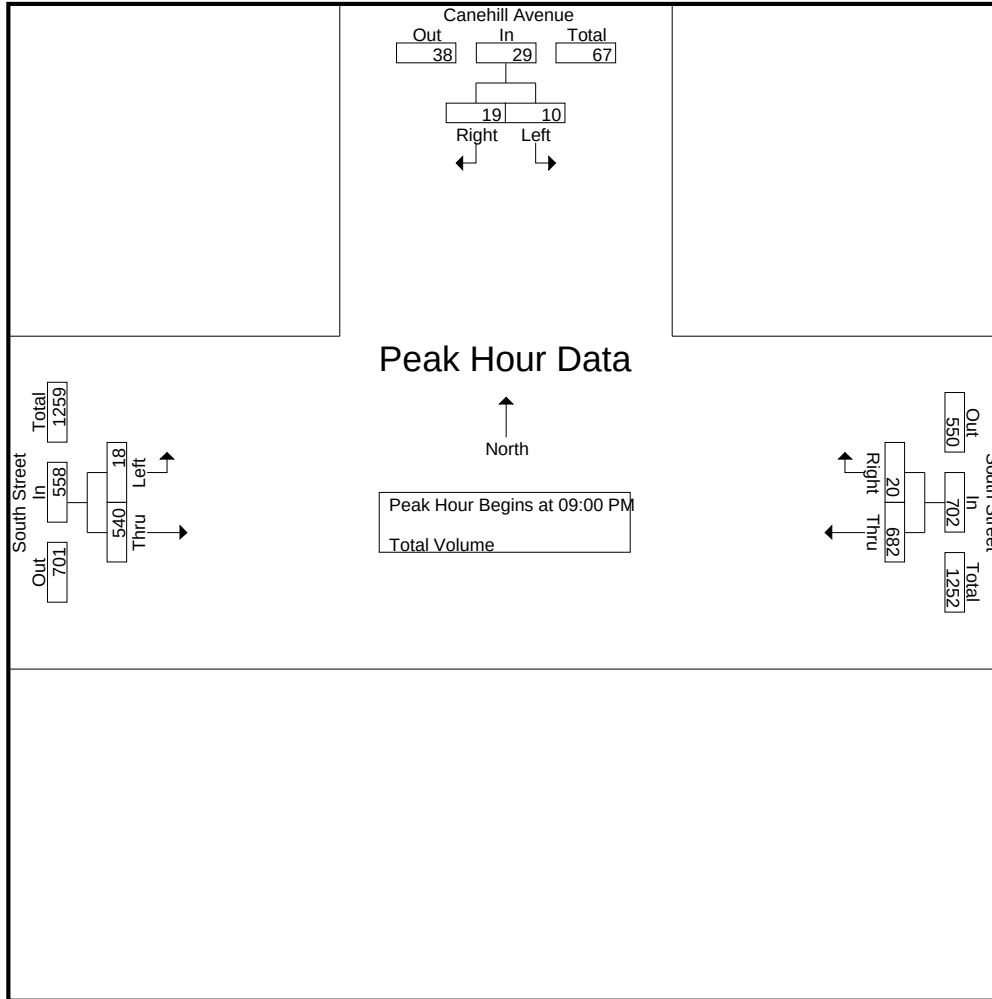
Groups Printed- Total Volume

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
09:00 PM	2	3	5	187	4	191	4	166	170	366
09:15 PM	2	7	9	197	6	203	7	165	172	384
09:30 PM	3	4	7	148	7	155	2	123	125	287
09:45 PM	3	5	8	150	3	153	5	86	91	252
Total	10	19	29	682	20	702	18	540	558	1289
Grand Total	10	19	29	682	20	702	18	540	558	1289
Apprch %	34.5	65.5		97.2	2.8		3.2	96.8		
Total %	0.8	1.5	2.2	52.9	1.6	54.5	1.4	41.9	43.3	

	Canehill Avenue Southbound			South Street Westbound			South Street Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 09:00 PM										
09:00 PM	2	3	5	187	4	191	4	166	170	366
09:15 PM	2	7	9	197	6	203	7	165	172	384
09:30 PM	3	4	7	148	7	155	2	123	125	287
09:45 PM	3	5	8	150	3	153	5	86	91	252
Total Volume	10	19	29	682	20	702	18	540	558	1289
% App. Total	34.5	65.5		97.2	2.8		3.2	96.8		
PHF	.833	.679	.806	.865	.714	.865	.643	.813	.811	.839

City of Lakewood
N/S: Canehill Avenue
E/W: South Street
Weather: Clear

File Name : 07_LKW_Can_So Fri 21-22
Site Code : 10825633
Start Date : 5/30/2025
Page No : 2



Peak Hour Analysis From 09:00 PM to 09:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	09:00 PM			09:00 PM			09:00 PM		
+0 mins.	2	3	5	187	4	191	4	166	170
+15 mins.	2	7	9	197	6	203	7	165	172
+30 mins.	3	4	7	148	7	155	2	123	125
+45 mins.	3	5	8	150	3	153	5	86	91
Total Volume	10	19	29	682	20	702	18	540	558
% App. Total	34.5	65.5		97.2	2.8		3.2	96.8	
PHF	.833	.679	.806	.865	.714	.865	.643	.813	.811

APPENDIX B
INTERSECTION ANALYSIS
WORKSHEETS

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	817	36	29	889	19	30
Future Vol, veh/h	817	36	29	889	19	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	928	41	33	1010	22	34

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	969
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	707
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	707
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.33	15.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	545	-	-	707	-
HCM Lane V/C Ratio	0.092	0.063	-	-	0.047	-
HCM Control Delay (s/veh)	22	12	-	-	10.3	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	112	74	91	185	155	74	756	111	122	666	32
Future Volume (veh/h)	10	112	74	91	185	155	74	756	111	122	666	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	122	80	99	201	168	80	822	121	133	724	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	474	282	204	312	269	466	1512	674	434	1569	700
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.07	0.43	0.43	0.08	0.44	0.44
Sat Flow, veh/h	62	2032	1209	462	1337	1152	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	115	0	98	250	0	218	80	822	121	133	724	35
Grp Sat Flow(s),veh/h/ln	1818	0	1484	1455	0	1495	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	2.8	5.6	0.0	6.8	1.2	9.0	2.5	2.1	7.4	0.7
Cycle Q Clear(g_c), s	2.6	0.0	2.8	8.5	0.0	6.8	1.2	9.0	2.5	2.1	7.4	0.7
Prop In Lane	0.10		0.81	0.40		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	500	0	347	436	0	349	466	1512	674	434	1569	700
V/C Ratio(X)	0.23	0.00	0.28	0.57	0.00	0.62	0.17	0.54	0.18	0.31	0.46	0.05
Avail Cap(c_a), veh/h	694	0	513	606	0	516	537	1512	674	517	1569	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.4	18.6	0.0	17.9	7.5	11.2	9.3	7.8	10.2	8.3
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.2	0.0	1.8	0.2	1.4	0.6	0.4	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	2.6	0.0	2.2	0.4	3.1	0.8	0.6	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	16.8	19.8	0.0	19.7	7.7	12.6	9.9	8.2	11.2	8.4
LnGrp LOS	B		B	B		B	A	B	A	A	B	A
Approach Vol, veh/h	213			468			1023			892		
Approach Delay, s/veh	16.7			19.8			11.9			10.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	26.7		16.7	7.9	27.5		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	21.8		18.0	5.5	23.0		18.0				
Max Q Clear Time (g_c+l1), s	4.1	11.0		4.8	3.2	9.4		10.5				
Green Ext Time (p_c), s	0.1	4.4		0.9	0.0	4.0		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.3											
HCM 7th LOS	B											

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	52	305	333	35	20	35
Future Vol, veh/h	52	305	333	35	20	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	363	396	42	24	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	438	0	0 723 219
Stage 1	-	-	- 417 -
Stage 2	-	-	- 305 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1118	-	- 361 785
Stage 1	-	-	- 633 -
Stage 2	-	-	- 721 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1118	-	- 339 785
Mov Cap-2 Maneuver	-	-	- 339 -
Stage 1	-	-	- 594 -
Stage 2	-	-	- 721 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.55	0	12.23
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	524	-	-	-	339	785
HCM Lane V/C Ratio	0.055	-	-	-	0.07	0.053
HCM Control Delay (s/veh)	8.4	0.4	-	-	16.4	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0.2

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	39	250	45	34	292	23	48	72	40	17	28	20
Future Vol, veh/h	39	250	45	34	292	23	48	72	40	17	28	20
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	338	61	46	395	31	65	97	54	23	38	27
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	12.3	13.3	14.7	11.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	30%	32%	0%	0%	26%	0%	0%	26%
Vol Thru, %	45%	68%	100%	0%	74%	100%	0%	43%
Vol Right, %	25%	0%	0%	100%	0%	0%	100%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	122	167	45	131	195	23	65
LT Vol	48	39	0	0	34	0	0	17
Through Vol	72	83	167	0	97	195	0	28
RT Vol	40	0	0	45	0	0	23	20
Lane Flow Rate	216	165	225	61	177	263	31	88
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.417	0.299	0.398	0.095	0.318	0.462	0.048	0.176
Departure Headway (Hd)	6.951	6.518	6.355	5.64	6.454	6.322	5.607	7.231
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	515	549	563	631	554	566	634	493
Service Time	4.73	4.293	4.131	3.415	4.228	4.096	3.381	5.028
HCM Lane V/C Ratio	0.419	0.301	0.4	0.097	0.319	0.465	0.049	0.178
HCM Control Delay, s/veh	14.7	12.1	13.3	9	12.2	14.5	8.7	11.6
HCM Lane LOS	B	B	B	A	B	B	A	B
HCM 95th-tile Q	2	1.2	1.9	0.3	1.4	2.4	0.2	0.6

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	199	80	161	255	124	61	296	154	73	236	33
Future Volume (veh/h)	36	199	80	161	255	124	61	296	154	73	236	33
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	216	87	175	277	135	66	322	167	79	257	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	775	302	409	725	344	648	1151	584	530	1582	219
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	974	2498	974	1076	2339	1109	1086	2281	1158	907	3135	434
Grp Volume(v), veh/h	39	152	151	175	209	203	66	249	240	79	144	149
Grp Sat Flow(s),veh/h/ln	974	1777	1695	1076	1777	1671	1086	1777	1662	907	1777	1792
Q Serve(g_s), s	1.6	3.1	3.3	7.1	4.5	4.6	1.7	3.9	4.1	2.7	2.1	2.2
Cycle Q Clear(g_c), s	6.2	3.1	3.3	10.4	4.5	4.6	3.9	3.9	4.1	6.7	2.1	2.2
Prop In Lane	1.00		0.57	1.00		0.66	1.00		0.70	1.00		0.24
Lane Grp Cap(c), veh/h	357	551	526	409	551	518	648	896	838	530	896	904
V/C Ratio(X)	0.11	0.28	0.29	0.43	0.38	0.39	0.10	0.28	0.29	0.15	0.16	0.16
Avail Cap(c_a), veh/h	587	970	925	663	970	912	648	896	838	530	896	904
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	12.6	12.7	16.6	13.1	13.2	7.5	6.9	7.0	8.9	6.5	6.5
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.7	0.4	0.5	0.3	0.8	0.9	0.6	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.1	1.5	1.5	1.4	0.3	1.2	1.1	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	12.9	13.0	17.3	13.5	13.6	7.9	7.7	7.8	9.5	6.9	6.9
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	342			587			555			372		
Approach Delay, s/veh	13.3			14.7			7.8			7.4		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.0			19.6			29.0			19.6		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	24.5			26.5			24.5			26.5		
Max Q Clear Time (g_c+l1), s	6.1			8.2			8.7			12.4		
Green Ext Time (p_c), s	2.9			1.7			1.7			2.6		
Intersection Summary												
HCM 7th Control Delay, s/veh	10.9											
HCM 7th LOS	B											

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	15	0	19	0	0	59	9	67	0	0	85	28
Future Vol, veh/h	15	0	19	0	0	59	9	67	0	0	85	28
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	36	0	0	64	17	126	0	0	160	53
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.6	8.5	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	44%	0%	0%
Vol Thru, %	88%	0%	0%	75%
Vol Right, %	0%	56%	100%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	76	34	59	113
LT Vol	9	15	0	0
Through Vol	67	0	0	85
RT Vol	0	19	59	28
Lane Flow Rate	143	64	64	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.081	0.075	0.25
Departure Headway (Hd)	4.464	4.548	4.199	4.227
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	804	788	853	851
Service Time	2.486	2.573	2.224	2.248
HCM Lane V/C Ratio	0.178	0.081	0.075	0.25
HCM Control Delay, s/veh	8.5	8	7.6	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0.3	0.2	1

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1042	1028	32	48	82
Future Volume (veh/h)	64	1042	1028	32	48	82
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	1158	1142	36	53	91
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	275	1925	1925	859	549	489
Arrive On Green	0.54	0.54	0.54	0.54	0.31	0.31
Sat Flow, veh/h	476	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	71	1158	1142	36	53	91
Grp Sat Flow(s),veh/h/ln	476	1777	1777	1585	1781	1585
Q Serve(g_s), s	7.1	13.3	13.0	0.6	1.3	2.5
Cycle Q Clear(g_c), s	20.1	13.3	13.0	0.6	1.3	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	275	1925	1925	859	549	489
V/C Ratio(X)	0.26	0.60	0.59	0.04	0.10	0.19
Avail Cap(c_a), veh/h	275	1925	1925	859	549	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	9.3	9.3	6.4	14.8	15.2
Incr Delay (d2), s/veh	2.3	1.4	1.4	0.1	0.3	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.0	0.2	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	10.7	10.6	6.5	15.1	16.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1229	1178		144	
Approach Delay, s/veh		11.2	10.5		15.7	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				37.0	23.0	37.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s				22.1	4.5	15.0
Green Ext Time (p_c), s				6.0	0.3	7.5
Intersection Summary						
HCM 7th Control Delay, s/veh			11.1			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	1156	32	29	1094	20	32
Future Vol, veh/h	1156	32	29	1094	20	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1192	33	30	1128	21	33

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1225
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	565
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	565
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	19.27
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	447	-	-	565	-
HCM Lane V/C Ratio	0.117	0.074	-	-	0.053	-
HCM Control Delay (s/veh)	28.2	13.7	-	-	11.7	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.2	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	114	56	108	172	132	60	789	104	95	737	39
Future Volume (veh/h)	24	114	56	108	172	132	60	789	104	95	737	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	121	60	115	183	140	64	839	111	101	784	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	461	218	235	298	241	436	1540	687	422	1596	712
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.06	0.43	0.43	0.07	0.45	0.45
Sat Flow, veh/h	184	1974	931	562	1275	1032	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	108	0	99	232	0	206	64	839	111	101	784	41
Grp Sat Flow(s),veh/h/ln	1555	0	1534	1354	0	1516	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	2.7	5.9	0.0	6.3	1.0	9.1	2.2	1.5	8.1	0.8
Cycle Q Clear(g_c), s	6.3	0.0	2.7	8.6	0.0	6.3	1.0	9.1	2.2	1.5	8.1	0.8
Prop In Lane	0.24		0.61	0.49		0.68	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	449	0	359	420	0	354	436	1540	687	422	1596	712
V/C Ratio(X)	0.24	0.00	0.28	0.55	0.00	0.58	0.15	0.54	0.16	0.24	0.49	0.06
Avail Cap(c_a), veh/h	626	0	530	584	0	524	507	1540	687	499	1596	712
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.3	18.8	0.0	17.7	7.6	10.9	9.0	7.7	10.1	8.1
Incr Delay (d2), s/veh	0.3	0.0	0.4	1.1	0.0	1.5	0.2	1.4	0.5	0.3	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	2.4	0.0	2.1	0.3	3.1	0.7	0.4	2.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	16.8	19.9	0.0	19.2	7.7	12.3	9.5	8.0	11.2	8.3
LnGrp LOS	B		B	B		B	A	B	A	A	B	A
Approach Vol, veh/h	207			438			1014			926		
Approach Delay, s/veh	16.6			19.6			11.7			10.7		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	27.1		16.7	7.5	27.9		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.1	22.4		18.0	5.1	23.4		18.0				
Max Q Clear Time (g_c+I1), s	3.5	11.1		8.3	3.0	10.1		10.6				
Green Ext Time (p_c), s	0.0	4.6		0.7	0.0	4.3		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.1											
HCM 7th LOS	B											

HCM 7th TWSC
3: Allington St & Carpintero Ave

06/18/2025

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	34	275	376	38	29	29
Future Vol, veh/h	34	275	376	38	29	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	286	392	40	30	30
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	431	0	-	0	626	216
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1125	-	-	-	417	789
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1125	-	-	-	402	789
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	615	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.12	0		12.21		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	396	-	-	-	402	789
HCM Lane V/C Ratio	0.031	-	-	-	0.075	0.038
HCM Control Delay (s/veh)	8.3	0.2	-	-	14.7	9.7
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection												
Intersection Delay, s/veh	10.3											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	25	247	32	31	373	26	17	32	30	16	38	23
Future Vol, veh/h	25	247	32	31	373	26	17	32	30	16	38	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	257	33	32	389	27	18	33	31	17	40	24
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.8	10.8	10	10.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	23%	0%	0%	20%	0%	0%	21%
Vol Thru, %	41%	77%	100%	0%	80%	100%	0%	49%
Vol Right, %	38%	0%	0%	100%	0%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	107	165	32	155	249	26	77
LT Vol	17	25	0	0	31	0	0	16
Through Vol	32	82	165	0	124	249	0	38
RT Vol	30	0	0	32	0	0	26	23
Lane Flow Rate	82	112	172	33	162	259	27	80
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.143	0.177	0.266	0.045	0.245	0.385	0.035	0.141
Departure Headway (Hd)	6.274	5.711	5.593	4.886	5.557	5.457	4.75	6.331
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	574	632	647	737	650	663	758	569
Service Time	3.99	3.411	3.293	2.586	3.257	3.157	2.45	4.045
HCM Lane V/C Ratio	0.143	0.177	0.266	0.045	0.249	0.391	0.036	0.141
HCM Control Delay, s/veh	10	9.6	10.3	7.8	10.1	11.5	7.6	10.1
HCM Lane LOS	A	A	B	A	B	B	A	B
HCM 95th-tile Q	0.5	0.6	1.1	0.1	1	1.8	0.1	0.5

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	204	63	204	336	128	66	404	199	84	299	28
Future Volume (veh/h)	23	204	63	204	336	128	66	404	199	84	299	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	25	224	69	224	369	141	73	444	219	92	329	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	340	921	276	442	863	325	575	1125	550	418	1598	150
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	890	2693	809	1086	2525	951	1022	2313	1131	772	3284	308
Grp Volume(v), veh/h	25	146	147	224	258	252	73	340	323	92	177	183
Grp Sat Flow(s),veh/h/ln	890	1777	1725	1086	1777	1699	1022	1777	1667	772	1777	1815
Q Serve(g_s), s	1.2	3.1	3.2	9.8	5.9	6.0	2.3	6.4	6.5	4.5	3.0	3.0
Cycle Q Clear(g_c), s	7.2	3.1	3.2	13.0	5.9	6.0	5.3	6.4	6.5	11.0	3.0	3.0
Prop In Lane	1.00		0.47	1.00		0.56	1.00		0.68	1.00		0.17
Lane Grp Cap(c), veh/h	340	607	590	442	607	581	575	864	811	418	864	883
V/C Ratio(X)	0.07	0.24	0.25	0.51	0.42	0.43	0.13	0.39	0.40	0.22	0.20	0.21
Avail Cap(c_a), veh/h	468	864	839	599	864	827	575	864	811	418	864	883
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	12.4	12.4	17.1	13.3	13.3	9.2	8.5	8.6	12.1	7.7	7.7
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.9	0.5	0.5	0.5	1.3	1.5	1.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	2.1	2.0	1.9	0.5	2.1	2.0	0.8	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	12.6	12.6	18.0	13.8	13.8	9.7	9.9	10.0	13.3	8.2	8.2
LnGrp LOS	B	B	B	B	B	B	A	A	B	B	A	A
Approach Vol, veh/h	318			734			736			452		
Approach Delay, s/veh	12.9			15.1			9.9			9.2		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			22.4			30.0			22.4		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	25.5			25.5			25.5			25.5		
Max Q Clear Time (g_c+l1), s	8.5			9.2			13.0			15.0		
Green Ext Time (p_c), s	4.0			1.6			2.1			2.9		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.9											
HCM 7th LOS	B											

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	6	0	15	0	0	33	17	45	0	0	76	25
Future Vol, veh/h	6	0	15	0	0	33	17	45	0	0	76	25
Peak Hour Factor	0.91	0.92	0.91	0.92	0.92	0.92	0.91	0.91	0.92	0.92	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	16	0	0	36	19	49	0	0	84	27
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.9	7.6	7.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	29%	0%	0%
Vol Thru, %	73%	0%	0%	75%
Vol Right, %	0%	71%	100%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	21	33	101
LT Vol	17	6	0	0
Through Vol	45	0	0	76
RT Vol	0	15	33	25
Lane Flow Rate	68	23	36	111
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.025	0.036	0.122
Departure Headway (Hd)	4.177	3.9	3.661	3.941
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	856	904	963	908
Service Time	2.213	1.982	1.742	1.972
HCM Lane V/C Ratio	0.079	0.025	0.037	0.122
HCM Control Delay, s/veh	7.6	7.1	6.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.4

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	1124	1117	47	38	46
Future Volume (veh/h)	58	1124	1117	47	38	46
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1235	1227	52	42	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	1925	1925	859	549	489
Arrive On Green	0.54	0.54	0.54	0.54	0.31	0.31
Sat Flow, veh/h	432	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	64	1235	1227	52	42	51
Grp Sat Flow(s),veh/h/ln	432	1777	1777	1585	1781	1585
Q Serve(g_s), s	7.3	14.6	14.5	0.9	1.0	1.4
Cycle Q Clear(g_c), s	21.8	14.6	14.5	0.9	1.0	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	250	1925	1925	859	549	489
V/C Ratio(X)	0.26	0.64	0.64	0.06	0.08	0.10
Avail Cap(c_a), veh/h	250	1925	1925	859	549	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	9.7	9.6	6.5	14.7	14.8
Incr Delay (d2), s/veh	2.5	1.7	1.6	0.1	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.5	4.4	0.3	0.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.7	11.3	11.3	6.7	15.0	15.3
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1299	1279		93	
Approach Delay, s/veh		11.7	11.1		15.1	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				37.0	23.0	37.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s				23.8	3.4	16.5
Green Ext Time (p_c), s				5.5	0.2	7.8
Intersection Summary						
HCM 7th Control Delay, s/veh			11.5			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	838	26	22	763	24	30
Future Vol, veh/h	838	26	22	763	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1010	31	27	919	29	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1041
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	664
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	664
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	17.38
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	513	-	-	664	-
HCM Lane V/C Ratio	0.129	0.071	-	-	0.04	-
HCM Control Delay (s/veh)	23.4	12.6	-	-	10.6	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	104	37	99	113	108	48	667	80	87	540	35
Future Volume (veh/h)	19	104	37	99	113	108	48	667	80	87	540	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	121	43	115	131	126	56	776	93	101	628	41
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	128	506	168	253	232	238	505	1559	696	458	1635	729
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.44	0.44	0.08	0.46	0.46
Sat Flow, veh/h	185	2344	780	647	1078	1105	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	100	0	86	201	0	171	56	776	93	101	628	41
Grp Sat Flow(s),veh/h/ln	1747	0	1562	1327	0	1503	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	2.3	5.0	0.0	5.0	0.8	7.8	1.7	1.5	5.8	0.7
Cycle Q Clear(g_c), s	2.2	0.0	2.3	7.3	0.0	5.0	0.8	7.8	1.7	1.5	5.8	0.7
Prop In Lane	0.22		0.50	0.57		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	465	0	337	400	0	324	505	1559	696	458	1635	729
V/C Ratio(X)	0.21	0.00	0.26	0.50	0.00	0.53	0.11	0.50	0.13	0.22	0.38	0.06
Avail Cap(c_a), veh/h	717	0	578	621	0	556	587	1559	696	555	1635	729
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	0.0	16.3	18.4	0.0	17.4	6.9	10.1	8.4	7.0	8.8	7.5
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.0	0.0	1.3	0.1	1.1	0.4	0.2	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.7	2.0	0.0	1.6	0.2	2.6	0.5	0.4	1.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	16.7	19.4	0.0	18.7	7.0	11.2	8.8	7.2	9.5	7.6
LnGrp LOS	B		B	B		B	A	B	A	A	A	A
Approach Vol, veh/h	186			372			925			770		
Approach Delay, s/veh	16.6			19.1			10.7			9.1		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.3	26.4		15.3	7.2	27.5		15.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	21.5		18.5	5.0	23.0		18.5				
Max Q Clear Time (g_c+I1), s	3.5	9.8		4.3	2.8	7.8		9.3				
Green Ext Time (p_c), s	0.1	4.3		0.8	0.0	3.6		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.0								
HCM 7th LOS				B								

HCM 7th TWSC
3: Allington St & Carpintero Ave

06/18/2025

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	26	241	263	33	24	36
Future Vol, veh/h	26	241	263	33	24	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	274	299	38	27	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	336	0	0 514 168
Stage 1	-	-	- 318 -
Stage 2	-	-	- 196 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1220	-	- 490 846
Stage 1	-	-	- 711 -
Stage 2	-	-	- 818 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1220	-	- 477 846
Mov Cap-2 Maneuver	-	-	- 477 -
Stage 1	-	-	- 692 -
Stage 2	-	-	- 818 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.94	0	10.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	351	-	-	-	477	846
HCM Lane V/C Ratio	0.024	-	-	-	0.057	0.048
HCM Control Delay (s/veh)	8	0.2	-	-	13	9.5
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.2

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection												
Intersection Delay, s/veh	9.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	27	226	12	19	266	15	8	15	18	13	16	16
Future Vol, veh/h	27	226	12	19	266	15	8	15	18	13	16	16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	254	13	21	299	17	9	17	20	15	18	18
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.2	9.4	9	9.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	20%	26%	0%	0%	18%	0%	0%	29%
Vol Thru, %	37%	74%	100%	0%	82%	100%	0%	36%
Vol Right, %	44%	0%	0%	100%	0%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	102	151	12	108	177	15	45
LT Vol	8	27	0	0	19	0	0	13
Through Vol	15	75	151	0	89	177	0	16
RT Vol	18	0	0	12	0	0	15	16
Lane Flow Rate	46	115	169	13	121	199	17	51
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.074	0.168	0.241	0.017	0.174	0.281	0.021	0.082
Departure Headway (Hd)	5.767	5.251	5.119	4.415	5.174	5.085	4.382	5.864
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	618	682	701	808	692	705	814	608
Service Time	3.533	2.994	2.861	2.158	2.915	2.826	2.123	3.629
HCM Lane V/C Ratio	0.074	0.169	0.241	0.016	0.175	0.282	0.021	0.084
HCM Control Delay, s/veh	9	9.1	9.5	7.2	9	9.8	7.2	9.2
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.2	0.6	0.9	0.1	0.6	1.2	0.1	0.3

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	196	52	135	255	104	47	251	147	72	242	17
Future Volume (veh/h)	15	196	52	135	255	104	47	251	147	72	242	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	218	58	150	283	116	52	279	163	80	269	19
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	339	789	205	397	700	280	681	1146	650	583	1767	124
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	986	2791	726	1103	2477	991	1091	2185	1239	947	3368	236
Grp Volume(v), veh/h	17	137	139	150	201	198	52	225	217	80	141	147
Grp Sat Flow(s),veh/h/ln	986	1777	1740	1103	1777	1692	1091	1777	1647	947	1777	1828
Q Serve(g_s), s	0.7	2.8	2.9	5.7	4.3	4.4	1.2	3.2	3.4	2.4	1.9	1.9
Cycle Q Clear(g_c), s	5.1	2.8	2.9	8.6	4.3	4.4	3.1	3.2	3.4	5.7	1.9	1.9
Prop In Lane	1.00		0.42	1.00		0.59	1.00		0.75	1.00		0.13
Lane Grp Cap(c), veh/h	339	502	492	397	502	478	681	932	864	583	932	959
V/C Ratio(X)	0.05	0.27	0.28	0.38	0.40	0.41	0.08	0.24	0.25	0.14	0.15	0.15
Avail Cap(c_a), veh/h	620	1008	987	712	1008	960	681	932	864	583	932	959
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	13.0	13.1	16.4	13.6	13.6	6.5	6.0	6.1	7.6	5.7	5.7
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.6	0.5	0.6	0.2	0.6	0.7	0.5	0.3	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	1.2	1.4	1.4	0.2	0.9	0.9	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.7	13.3	13.4	17.0	14.1	14.2	6.8	6.7	6.8	8.1	6.1	6.1
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	293		549			494			368			
Approach Delay, s/veh	13.5		14.9			6.7			6.5			
Approach LOS	B		B			A			A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	29.0		17.7		29.0		17.7					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	24.5		26.5		24.5		26.5					
Max Q Clear Time (g_c+l1), s	5.4		7.1		7.7		10.6					
Green Ext Time (p_c), s	2.6		1.5		1.7		2.6					
Intersection Summary												
HCM 7th Control Delay, s/veh			10.5									
HCM 7th LOS			B									

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	9	0	7	0	0	2	3	30	0	0	37	12
Future Vol, veh/h	9	0	7	0	0	2	3	30	0	0	37	12
Peak Hour Factor	0.80	0.92	0.80	0.92	0.92	0.92	0.80	0.80	0.92	0.92	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	9	0	0	2	4	38	0	0	46	15
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.6	7.3	7.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	56%	0%	0%
Vol Thru, %	91%	0%	0%	76%
Vol Right, %	0%	44%	100%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	33	16	2	49
LT Vol	3	9	0	0
Through Vol	30	0	0	37
RT Vol	0	7	2	12
Lane Flow Rate	41	20	2	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.046	0.022	0.002	0.066
Departure Headway (Hd)	4.037	3.963	3.526	3.857
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	889	900	1008	930
Service Time	2.055	2.003	1.57	1.873
HCM Lane V/C Ratio	0.046	0.022	0.002	0.066
HCM Control Delay, s/veh	7.3	7.1	6.6	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.1	0	0.2

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	1040	966	17	28	31
Future Volume (veh/h)	33	1040	966	17	28	31
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1143	1062	19	31	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	288	1866	1866	832	579	515
Arrive On Green	0.52	0.52	0.52	0.52	0.32	0.32
Sat Flow, veh/h	522	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	36	1143	1062	19	31	34
Grp Sat Flow(s),veh/h/ln	522	1777	1777	1585	1781	1585
Q Serve(g_s), s	3.0	13.5	12.1	0.3	0.7	0.9
Cycle Q Clear(g_c), s	15.2	13.5	12.1	0.3	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	288	1866	1866	832	579	515
V/C Ratio(X)	0.12	0.61	0.57	0.02	0.05	0.07
Avail Cap(c_a), veh/h	288	1866	1866	832	579	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	10.0	9.7	6.9	13.9	14.0
Incr Delay (d2), s/veh	0.9	1.5	1.3	0.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	3.8	0.1	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.7	11.5	10.9	6.9	14.1	14.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1179	1081		65	
Approach Delay, s/veh		11.6	10.8		14.2	
Approach LOS		B	B		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			36.0		24.0	36.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			31.5		19.5	31.5
Max Q Clear Time (g_c+I1), s			17.2		2.9	14.1
Green Ext Time (p_c), s			7.0		0.1	6.9
Intersection Summary						
HCM 7th Control Delay, s/veh			11.3			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	351	22	16	415	11	12
Future Vol, veh/h	351	22	16	415	11	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	390	24	18	461	12	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	414
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1141
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1141
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	10.92
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	814	-	-	1141	-
HCM Lane V/C Ratio	0.025	0.016	-	-	0.016	-
HCM Control Delay (s/veh)	12.5	9.5	-	-	8.2	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	29	18	39	78	105	21	442	44	29	235	17
Future Volume (veh/h)	14	29	18	39	78	105	21	442	44	29	235	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	31	19	41	83	112	22	470	47	31	250	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	227	133	167	181	200	757	1834	818	620	1866	832
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.03	0.52	0.52	0.04	0.53	0.53
Sat Flow, veh/h	307	1642	963	409	1305	1442	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	35	0	30	124	0	112	22	470	47	31	250	18
Grp Sat Flow(s),veh/h/ln	1384	0	1529	1715	0	1442	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.8	1.3	0.0	3.2	0.2	3.2	0.6	0.3	1.6	0.2
Cycle Q Clear(g_c), s	3.2	0.0	0.8	2.8	0.0	3.2	0.2	3.2	0.6	0.3	1.6	0.2
Prop In Lane	0.43		0.63	0.33		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	211	347	0	200	757	1834	818	620	1866	832
V/C Ratio(X)	0.11	0.00	0.14	0.36	0.00	0.56	0.03	0.26	0.06	0.05	0.13	0.02
Avail Cap(c_a), veh/h	738	0	649	822	0	612	934	1834	818	781	1866	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	0.0	16.5	17.4	0.0	17.5	4.6	5.9	5.3	4.6	5.3	5.0
Incr Delay (d2), s/veh	0.2	0.0	0.3	0.6	0.0	2.5	0.0	0.3	0.1	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.2	1.0	0.0	1.0	0.1	0.8	0.2	0.1	0.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.7	0.0	16.8	18.0	0.0	20.0	4.6	6.2	5.4	4.6	5.4	5.0
LnGrp LOS	B		B	B		C	A	A	A	A	A	A
Approach Vol, veh/h	65				236				539			
Approach Delay, s/veh	16.7				18.9				6.1			
Approach LOS	B				B				A			
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.1	27.0		10.5	5.7	27.4		10.5				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	22.5		18.5	5.5	22.5		18.5				
Max Q Clear Time (g_c+I1), s	2.3	5.2		5.2	2.2	3.6		5.2				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	1.4		1.0				
Intersection Summary												
HCM 7th Control Delay, s/veh	9.2											
HCM 7th LOS	A											

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	18	84	209	17	9	11
Future Vol, veh/h	18	84	209	17	9	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	95	238	19	10	13
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	257	0	-	0	336	128
Stage 1	-	-	-	-	247	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1305	-	-	-	634	898
Stage 1	-	-	-	-	771	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1305	-	-	-	624	898
Mov Cap-2 Maneuver	-	-	-	-	624	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	925	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.45	0		9.88		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	635	-	-	-	624	898
HCM Lane V/C Ratio	0.016	-	-	-	0.016	0.014
HCM Control Delay (s/veh)	7.8	0.1	-	-	10.9	9.1
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑		↑			↑	
Traffic Vol, veh/h	18	68	6	16	215	14	4	13	5	9	12	11
Future Vol, veh/h	18	68	6	16	215	14	4	13	5	9	12	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	75	7	18	236	15	4	14	5	10	13	12
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	8	8.5	8.2	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	18%	44%	0%	0%	18%	0%	0%	28%
Vol Thru, %	59%	56%	100%	0%	82%	100%	0%	38%
Vol Right, %	23%	0%	0%	100%	0%	0%	100%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	41	45	6	88	143	14	32
LT Vol	4	18	0	0	16	0	0	9
Through Vol	13	23	45	0	72	143	0	12
RT Vol	5	0	0	6	0	0	14	11
Lane Flow Rate	24	45	50	7	96	158	15	35
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.036	0.064	0.068	0.008	0.131	0.21	0.017	0.052
Departure Headway (Hd)	5.318	5.134	4.912	4.21	4.883	4.792	4.09	5.273
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	674	700	731	852	739	753	880	680
Service Time	3.042	2.85	2.628	1.926	2.583	2.492	1.79	2.996
HCM Lane V/C Ratio	0.036	0.064	0.068	0.008	0.13	0.21	0.017	0.051
HCM Control Delay, s/veh	8.2	8.2	8	7	8.3	8.8	6.9	8.3
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.2	0	0.4	0.8	0.1	0.2

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	60	22	82	203	55	32	124	61	26	90	10
Future Volume (veh/h)	2	60	22	82	203	55	32	124	61	26	90	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	2	71	26	96	239	65	38	146	72	31	106	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	289	477	166	383	512	136	917	1400	657	836	1922	214
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.18	0.60	0.60	0.60	0.60	0.60	0.60
Sat Flow, veh/h	1075	2584	901	1298	2776	739	1274	2347	1102	1163	3223	359
Grp Volume(v), veh/h	2	48	49	96	151	153	38	109	109	31	58	60
Grp Sat Flow(s),veh/h/ln	1075	1777	1708	1298	1777	1737	1274	1777	1672	1163	1777	1806
Q Serve(g_s), s	0.1	0.9	1.0	2.8	3.1	3.2	0.5	1.1	1.2	0.5	0.6	0.6
Cycle Q Clear(g_c), s	3.3	0.9	1.0	3.7	3.1	3.2	1.1	1.1	1.2	1.6	0.6	0.6
Prop In Lane	1.00		0.53	1.00		0.43	1.00		0.66	1.00		0.20
Lane Grp Cap(c), veh/h	289	328	315	383	328	321	917	1060	997	836	1060	1077
V/C Ratio(X)	0.01	0.15	0.16	0.25	0.46	0.48	0.04	0.10	0.11	0.04	0.05	0.06
Avail Cap(c_a), veh/h	784	1146	1102	981	1146	1121	917	1060	997	836	1060	1077
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	14.0	14.1	15.6	14.9	15.0	3.7	3.6	3.6	3.9	3.5	3.5
Incr Delay (d2), s/veh	0.0	0.2	0.2	0.3	1.0	1.1	0.1	0.2	0.2	0.1	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.3	0.3	0.7	1.1	1.1	0.1	0.2	0.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	14.2	14.3	16.0	15.9	16.1	3.8	3.8	3.8	4.0	3.6	3.6
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	99			400			256			149		
Approach Delay, s/veh	14.3			16.0			3.8			3.7		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	29.0			12.1			29.0			12.1		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	24.5			26.5			24.5			26.5		
Max Q Clear Time (g_c+l1), s	3.2			5.3			3.6			5.7		
Green Ext Time (p_c), s	1.2			0.4			0.6			1.9		
Intersection Summary												
HCM 7th Control Delay, s/veh	10.3											
HCM 7th LOS	B											

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection													
Intersection Delay, s/veh 7.1													
Intersection LOS A													

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	2	0	2	0	0	1	6	22	0	0	20	5
Future Vol, veh/h	2	0	2	0	0	1	6	22	0	0	20	5
Peak Hour Factor	0.72	0.92	0.72	0.92	0.92	0.92	0.72	0.72	0.92	0.92	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	1	8	31	0	0	28	7
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	6.9	6.5	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	50%	0%	0%
Vol Thru, %	79%	0%	0%	80%
Vol Right, %	0%	50%	100%	20%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	4	1	25
LT Vol	6	2	0	0
Through Vol	22	0	0	20
RT Vol	0	2	1	5
Lane Flow Rate	39	6	1	35
Geometry Grp	1	1	1	1
Degree of Util (X)	0.043	0.006	0.001	0.037
Departure Headway (Hd)	4.015	3.863	3.466	3.855
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	896	926	1030	932
Service Time	2.022	1.89	1.494	1.864
HCM Lane V/C Ratio	0.044	0.006	0.001	0.038
HCM Control Delay, s/veh	7.2	6.9	6.5	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.1

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	540	682	20	10	19
Future Volume (veh/h)	18	540	682	20	10	19
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	643	812	24	12	23
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	373	1866	1866	832	579	515
Arrive On Green	0.52	0.52	0.52	0.52	0.32	0.32
Sat Flow, veh/h	657	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	21	643	812	24	12	23
Grp Sat Flow(s),veh/h/ln	657	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.2	6.3	8.4	0.4	0.3	0.6
Cycle Q Clear(g_c), s	9.7	6.3	8.4	0.4	0.3	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	373	1866	1866	832	579	515
V/C Ratio(X)	0.06	0.34	0.44	0.03	0.02	0.04
Avail Cap(c_a), veh/h	373	1866	1866	832	579	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	8.3	8.8	6.9	13.8	13.9
Incr Delay (d2), s/veh	0.3	0.5	0.7	0.1	0.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	2.6	0.1	0.1	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.0	8.8	9.5	6.9	13.8	14.0
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		664	836		35	
Approach Delay, s/veh		8.9	9.4		14.0	
Approach LOS		A	A		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			36.0		24.0	36.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			31.5		19.5	31.5
Max Q Clear Time (g_c+l1), s			11.7		2.6	10.4
Green Ext Time (p_c), s			4.2		0.0	5.5
Intersection Summary						
HCM 7th Control Delay, s/veh			9.3			
HCM 7th LOS			A			

HCM 7th TWSC
1: Carpintero Ave & Artesia Blvd

06/18/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	817	42	29	889	19	30
Future Vol, veh/h	817	42	29	889	19	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	928	48	33	1010	22	34

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	976
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	702
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	702
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.33	15.89
HCM LOS	C		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	234	545	-	-	702	-
HCM Lane V/C Ratio	0.092	0.063	-	-	0.047	-
HCM Control Delay (s/veh)	22	12	-	-	10.4	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔		↗	↕↕	↗	↗	↕↕	↗
Traffic Volume (veh/h)	10	116	74	91	185	155	74	756	119	134	666	32
Future Volume (veh/h)	10	116	74	91	185	155	74	756	119	134	666	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	126	80	99	201	168	80	822	129	146	724	35
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	90	482	278	204	312	269	466	1502	670	435	1568	699
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.07	0.42	0.42	0.08	0.44	0.44
Sat Flow, veh/h	61	2057	1189	459	1334	1151	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	117	0	100	250	0	218	80	822	129	146	724	35
Grp Sat Flow(s),veh/h/ln	1819	0	1488	1448	0	1495	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	2.9	5.6	0.0	6.8	1.3	9.1	2.7	2.3	7.5	0.7
Cycle Q Clear(g_c), s	2.7	0.0	2.9	8.5	0.0	6.8	1.3	9.1	2.7	2.3	7.5	0.7
Prop In Lane	0.09		0.80	0.40		0.77	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	501	0	348	436	0	350	466	1502	670	435	1568	699
V/C Ratio(X)	0.23	0.00	0.29	0.57	0.00	0.62	0.17	0.55	0.19	0.34	0.46	0.05
Avail Cap(c_a), veh/h	694	0	514	604	0	516	537	1502	670	514	1568	699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	16.4	18.6	0.0	17.9	7.6	11.3	9.5	7.9	10.2	8.3
Incr Delay (d2), s/veh	0.2	0.0	0.4	1.2	0.0	1.8	0.2	1.4	0.6	0.5	1.0	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	2.6	0.0	2.2	0.4	3.1	0.9	0.7	2.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.5	0.0	16.8	19.8	0.0	19.7	7.8	12.7	10.1	8.4	11.2	8.5
LnGrp LOS	B		B	B		B	A	B	B	A	B	A
Approach Vol, veh/h	217			468			1031			905		
Approach Delay, s/veh	16.7			19.8			12.0			10.6		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	26.5		16.7	7.9	27.5		16.7				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.7	21.8		18.0	5.5	23.0		18.0				
Max Q Clear Time (g_c+I1), s	4.3	11.1		4.9	3.3	9.5		10.5				
Green Ext Time (p_c), s	0.1	4.4		0.9	0.0	4.0		1.7				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.3											
HCM 7th LOS	B											

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	52	329	333	35	26	35
Future Vol, veh/h	52	329	333	35	26	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	62	392	396	42	31	42

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	438	0	0 737 219
Stage 1	-	-	- 417 -
Stage 2	-	-	- 320 -
Critical Hdwy	4.14	-	- 6.84 6.94
Critical Hdwy Stg 1	-	-	- 5.84 -
Critical Hdwy Stg 2	-	-	- 5.84 -
Follow-up Hdwy	2.22	-	- 3.52 3.32
Pot Cap-1 Maneuver	1118	-	- 354 785
Stage 1	-	-	- 633 -
Stage 2	-	-	- 709 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1118	-	- 332 785
Mov Cap-2 Maneuver	-	-	- 332 -
Stage 1	-	-	- 594 -
Stage 2	-	-	- 709 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.49	0	12.88
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	491	-	-	-	332	785
HCM Lane V/C Ratio	0.055	-	-	-	0.093	0.053
HCM Control Delay (s/veh)	8.4	0.4	-	-	17	9.8
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.2

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	39	250	45	34	298	23	52	72	40	17	28	20
Future Vol, veh/h	39	250	45	34	298	23	52	72	40	17	28	20
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	53	338	61	46	403	31	70	97	54	23	38	27
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	12.4	13.5	15	11.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	32%	32%	0%	0%	26%	0%	0%	26%
Vol Thru, %	44%	68%	100%	0%	74%	100%	0%	43%
Vol Right, %	24%	0%	0%	100%	0%	0%	100%	31%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	164	122	167	45	133	199	23	65
LT Vol	52	39	0	0	34	0	0	17
Through Vol	72	83	167	0	99	199	0	28
RT Vol	40	0	0	45	0	0	23	20
Lane Flow Rate	222	165	225	61	180	268	31	88
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.43	0.301	0.4	0.096	0.325	0.474	0.049	0.18
Departure Headway (Hd)	6.991	6.563	6.4	5.685	6.485	6.355	5.641	7.378
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	544	559	625	551	564	629	489
Service Time	4.777	4.349	4.186	3.47	4.269	4.138	3.423	5.078
HCM Lane V/C Ratio	0.434	0.303	0.403	0.098	0.327	0.475	0.049	0.18
HCM Control Delay, s/veh	15	12.2	13.4	9.1	12.4	14.8	8.7	11.7
HCM Lane LOS	B	B	B	A	B	B	A	B
HCM 95th-tile Q	2.1	1.3	1.9	0.3	1.4	2.5	0.2	0.7

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	199	80	161	259	124	61	296	154	73	236	35
Future Volume (veh/h)	36	199	80	161	259	124	61	296	154	73	236	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	216	87	175	282	135	66	322	167	79	257	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	355	776	303	410	731	341	646	1150	584	530	1569	229
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	969	2498	974	1076	2353	1097	1084	2281	1158	907	3111	454
Grp Volume(v), veh/h	39	152	151	175	211	206	66	249	240	79	145	150
Grp Sat Flow(s),veh/h/ln	969	1777	1695	1076	1777	1673	1084	1777	1662	907	1777	1789
Q Serve(g_s), s	1.6	3.1	3.3	7.1	4.5	4.7	1.7	3.9	4.1	2.7	2.1	2.2
Cycle Q Clear(g_c), s	6.3	3.1	3.3	10.4	4.5	4.7	3.9	3.9	4.1	6.7	2.1	2.2
Prop In Lane	1.00		0.57	1.00		0.66	1.00		0.70	1.00		0.25
Lane Grp Cap(c), veh/h	355	552	526	410	552	520	646	896	838	530	896	902
V/C Ratio(X)	0.11	0.27	0.29	0.43	0.38	0.40	0.10	0.28	0.29	0.15	0.16	0.17
Avail Cap(c_a), veh/h	583	969	924	662	969	912	646	896	838	530	896	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	12.6	12.7	16.6	13.1	13.2	7.6	6.9	7.0	8.9	6.5	6.5
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.7	0.4	0.5	0.3	0.8	0.9	0.6	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	1.1	1.1	1.5	1.5	1.5	0.3	1.2	1.1	0.5	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.8	12.9	13.0	17.3	13.5	13.7	7.9	7.7	7.8	9.5	6.9	6.9
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	342		592			555			374			
Approach Delay, s/veh	13.3		14.7			7.8			7.5			
Approach LOS	B		B			A			A			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	29.0		19.6			29.0			19.6			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	24.5		26.5			24.5			26.5			
Max Q Clear Time (g_c+l1), s	6.1		8.3			8.7			12.4			
Green Ext Time (p_c), s	2.9		1.7			1.7			2.7			
Intersection Summary												
HCM 7th Control Delay, s/veh	10.9											
HCM 7th LOS	B											

Intersection

Intersection Delay, s/veh 8.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	15	0	19	0	0	59	9	71	0	0	85	28
Future Vol, veh/h	15	0	19	0	0	59	9	71	0	0	85	28
Peak Hour Factor	0.53	0.92	0.53	0.92	0.92	0.92	0.53	0.53	0.92	0.92	0.53	0.53
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	0	36	0	0	64	17	134	0	0	160	53
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8	7.6	8.5	8.7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	44%	0%	0%
Vol Thru, %	89%	0%	0%	75%
Vol Right, %	0%	56%	100%	25%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	34	59	113
LT Vol	9	15	0	0
Through Vol	71	0	0	85
RT Vol	0	19	59	28
Lane Flow Rate	151	64	64	213
Geometry Grp	1	1	1	1
Degree of Util (X)	0.187	0.081	0.075	0.251
Departure Headway (Hd)	4.465	4.565	4.216	4.237
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	805	785	850	849
Service Time	2.486	2.591	2.242	2.256
HCM Lane V/C Ratio	0.188	0.082	0.075	0.251
HCM Control Delay, s/veh	8.5	8	7.6	8.7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.3	0.2	1

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	64	1042	1028	36	48	82
Future Volume (veh/h)	64	1042	1028	36	48	82
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	71	1158	1142	40	53	91
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	274	1925	1925	859	549	489
Arrive On Green	0.54	0.54	0.54	0.54	0.31	0.31
Sat Flow, veh/h	474	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	71	1158	1142	40	53	91
Grp Sat Flow(s),veh/h/ln	474	1777	1777	1585	1781	1585
Q Serve(g_s), s	7.1	13.3	13.0	0.7	1.3	2.5
Cycle Q Clear(g_c), s	20.2	13.3	13.0	0.7	1.3	2.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	274	1925	1925	859	549	489
V/C Ratio(X)	0.26	0.60	0.59	0.05	0.10	0.19
Avail Cap(c_a), veh/h	274	1925	1925	859	549	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	9.3	9.3	6.5	14.8	15.2
Incr Delay (d2), s/veh	2.3	1.4	1.4	0.1	0.3	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.1	4.0	0.2	0.5	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	10.7	10.6	6.6	15.1	16.1
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1229	1182		144	
Approach Delay, s/veh		11.2	10.5		15.7	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				37.0	23.0	37.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s				22.2	4.5	15.0
Green Ext Time (p_c), s				5.9	0.3	7.5
Intersection Summary						
HCM 7th Control Delay, s/veh			11.1			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	Y	
Traffic Vol, veh/h	325	30	10	368	0	0
Future Vol, veh/h	325	30	10	368	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	342	32	11	387	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	374
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1181
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1181
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.29	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	95	-
HCM Lane V/C Ratio	-	-	-	0.009	-
HCM Control Delay (s/veh)	0	-	-	8.1	0.1
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	1156	32	29	1094	26	32
Future Vol, veh/h	1156	32	29	1094	26	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1204	33	30	1140	27	33

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1238
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	559
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	559
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.31	20.89
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	173	443	-	-	559	-
HCM Lane V/C Ratio	0.157	0.075	-	-	0.054	-
HCM Control Delay (s/veh)	29.6	13.8	-	-	11.8	-
HCM Lane LOS	D	B	-	-	B	-
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.2	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	114	56	116	176	144	60	789	104	95	737	39
Future Volume (veh/h)	24	114	56	116	176	144	60	789	104	95	737	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	121	60	123	187	153	64	839	111	101	784	41
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	129	471	224	243	296	258	429	1520	678	415	1575	703
Arrive On Green	0.24	0.24	0.24	0.24	0.24	0.24	0.06	0.43	0.43	0.07	0.44	0.44
Sat Flow, veh/h	181	1934	921	575	1217	1061	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	107	0	100	245	0	218	64	839	111	101	784	41
Grp Sat Flow(s),veh/h/ln	1501	0	1536	1342	0	1511	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	2.8	6.5	0.0	6.7	1.0	9.3	2.3	1.6	8.3	0.8
Cycle Q Clear(g_c), s	6.8	0.0	2.8	9.3	0.0	6.7	1.0	9.3	2.3	1.6	8.3	0.8
Prop In Lane	0.24		0.60	0.50		0.70	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	450	0	374	429	0	368	429	1520	678	415	1575	703
V/C Ratio(X)	0.24	0.00	0.27	0.57	0.00	0.59	0.15	0.55	0.16	0.24	0.50	0.06
Avail Cap(c_a), veh/h	603	0	524	572	0	515	498	1520	678	490	1575	703
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.2	18.9	0.0	17.7	7.8	11.3	9.3	8.0	10.5	8.4
Incr Delay (d2), s/veh	0.3	0.0	0.4	1.2	0.0	1.5	0.2	1.4	0.5	0.3	1.1	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.9	2.6	0.0	2.2	0.3	3.2	0.7	0.5	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	0.0	16.5	20.1	0.0	19.2	8.0	12.8	9.8	8.3	11.6	8.6
LnGrp LOS	B		B	C		B	A	B	A	A	B	A
Approach Vol, veh/h	207			463			1014			926		
Approach Delay, s/veh	16.4			19.7			12.1			11.1		
Approach LOS	B			B			B			B		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	27.1		17.4	7.5	27.9		17.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.1	22.4		18.0	5.1	23.4		18.0				
Max Q Clear Time (g_c+I1), s	3.6	11.3		8.8	3.0	10.3		11.3				
Green Ext Time (p_c), s	0.0	4.5		0.7	0.0	4.3		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh	13.5											
HCM 7th LOS	B											

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	34	275	400	44	29	29
Future Vol, veh/h	34	275	400	44	29	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	286	417	46	30	30
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	463	0	-	0	654	231
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	214	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1095	-	-	-	400	771
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1095	-	-	-	386	771
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	801	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.13	0		12.49		
HCM LOS	B					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	396	-	-	-	386	771
HCM Lane V/C Ratio	0.032	-	-	-	0.078	0.039
HCM Control Delay (s/veh)	8.4	0.2	-	-	15.1	9.9
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3	0.1

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	25	253	36	31	373	26	17	32	30	16	38	23
Future Vol, veh/h	25	253	36	31	373	26	17	32	30	16	38	23
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	26	264	38	32	389	27	18	33	31	17	40	24
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.9	10.9	10.1	10.1
HCM LOS	A	B	B	B

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	22%	23%	0%	0%	20%	0%	0%	21%
Vol Thru, %	41%	77%	100%	0%	80%	100%	0%	49%
Vol Right, %	38%	0%	0%	100%	0%	0%	100%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	79	109	169	36	155	249	26	77
LT Vol	17	25	0	0	31	0	0	16
Through Vol	32	84	169	0	124	249	0	38
RT Vol	30	0	0	36	0	0	26	23
Lane Flow Rate	82	114	176	38	162	259	27	80
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.144	0.181	0.273	0.051	0.25	0.393	0.036	0.142
Departure Headway (Hd)	6.298	5.715	5.599	4.892	5.567	5.466	4.76	6.354
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	569	631	645	735	649	661	756	565
Service Time	4.031	3.424	3.309	2.602	3.275	3.174	2.467	4.086
HCM Lane V/C Ratio	0.144	0.181	0.273	0.052	0.25	0.392	0.036	0.142
HCM Control Delay, s/veh	10.1	9.7	10.4	7.9	10.1	11.7	7.6	10.1
HCM Lane LOS	B	A	B	A	B	B	A	B
HCM 95th-tile Q	0.5	0.7	1.1	0.2	1	1.9	0.1	0.5

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	208	63	204	336	128	66	404	199	84	299	28
Future Volume (veh/h)	25	208	63	204	336	128	66	404	199	84	299	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	27	229	69	224	369	141	73	444	219	92	329	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	341	929	273	441	867	326	574	1123	549	416	1594	149
Arrive On Green	0.34	0.34	0.34	0.34	0.34	0.34	0.49	0.49	0.49	0.49	0.49	0.49
Sat Flow, veh/h	890	2708	796	1081	2525	951	1022	2313	1131	772	3284	308
Grp Volume(v), veh/h	27	148	150	224	258	252	73	340	323	92	177	183
Grp Sat Flow(s),veh/h/ln	890	1777	1727	1081	1777	1699	1022	1777	1667	772	1777	1815
Q Serve(g_s), s	1.3	3.1	3.3	9.9	5.9	6.0	2.3	6.4	6.5	4.5	3.0	3.0
Cycle Q Clear(g_c), s	7.3	3.1	3.3	13.1	5.9	6.0	5.3	6.4	6.5	11.0	3.0	3.0
Prop In Lane	1.00		0.46	1.00		0.56	1.00		0.68	1.00		0.17
Lane Grp Cap(c), veh/h	341	610	593	441	610	583	574	862	809	416	862	881
V/C Ratio(X)	0.08	0.24	0.25	0.51	0.42	0.43	0.13	0.39	0.40	0.22	0.21	0.21
Avail Cap(c_a), veh/h	467	862	838	595	862	825	574	862	809	416	862	881
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.1	12.4	12.4	17.1	13.3	13.3	9.3	8.6	8.6	12.1	7.7	7.7
Incr Delay (d2), s/veh	0.1	0.2	0.2	0.9	0.5	0.5	0.5	1.4	1.5	1.2	0.5	0.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.1	1.1	2.1	2.0	1.9	0.5	2.1	2.0	0.8	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.2	12.6	12.6	18.0	13.7	13.8	9.7	10.0	10.1	13.4	8.3	8.3
LnGrp LOS	B	B	B	B	B	B	A	A	B	B	A	A
Approach Vol, veh/h	325			734			736			452		
Approach Delay, s/veh	12.9			15.1			10.0			9.3		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	30.0			22.5			30.0			22.5		
Change Period (Y+Rc), s	4.5			4.5			4.5			4.5		
Max Green Setting (Gmax), s	25.5			25.5			25.5			25.5		
Max Q Clear Time (g_c+I1), s	8.5			9.3			13.0			15.1		
Green Ext Time (p_c), s	4.0			1.6			2.0			2.9		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.9											
HCM 7th LOS	B											

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection

Intersection Delay, s/veh 7.4

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	6	0	15	0	0	33	17	45	0	2	80	25
Future Vol, veh/h	6	0	15	0	0	33	17	45	0	2	80	25
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	0	16	0	0	36	19	49	0	2	88	27
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.1	6.9	7.6	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	27%	29%	0%	2%
Vol Thru, %	73%	0%	0%	75%
Vol Right, %	0%	71%	100%	23%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	62	21	33	107
LT Vol	17	6	0	2
Through Vol	45	0	0	80
RT Vol	0	15	33	25
Lane Flow Rate	68	23	36	118
Geometry Grp	1	1	1	1
Degree of Util (X)	0.079	0.025	0.037	0.129
Departure Headway (Hd)	4.182	3.912	3.672	3.953
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	854	901	959	905
Service Time	2.221	1.996	1.756	1.986
HCM Lane V/C Ratio	0.08	0.026	0.038	0.13
HCM Control Delay, s/veh	7.6	7.1	6.9	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0.1	0.4

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	58	1124	1117	47	42	46
Future Volume (veh/h)	58	1124	1117	47	42	46
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	1235	1227	52	46	51
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	1925	1925	859	549	489
Arrive On Green	0.54	0.54	0.54	0.54	0.31	0.31
Sat Flow, veh/h	432	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	64	1235	1227	52	46	51
Grp Sat Flow(s),veh/h/ln	432	1777	1777	1585	1781	1585
Q Serve(g_s), s	7.3	14.6	14.5	0.9	1.1	1.4
Cycle Q Clear(g_c), s	21.8	14.6	14.5	0.9	1.1	1.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	250	1925	1925	859	549	489
V/C Ratio(X)	0.26	0.64	0.64	0.06	0.08	0.10
Avail Cap(c_a), veh/h	250	1925	1925	859	549	489
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.3	9.7	9.6	6.5	14.7	14.8
Incr Delay (d2), s/veh	2.5	1.7	1.6	0.1	0.3	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	4.5	4.4	0.3	0.5	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.7	11.3	11.3	6.7	15.0	15.3
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1299	1279		97	
Approach Delay, s/veh		11.7	11.1		15.2	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				37.0	23.0	37.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				32.5	18.5	32.5
Max Q Clear Time (g_c+I1), s				23.8	3.4	16.5
Green Ext Time (p_c), s				5.5	0.2	7.8
Intersection Summary						
HCM 7th Control Delay, s/veh			11.5			
HCM 7th LOS			B			

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	W	
Traffic Vol, veh/h	304	0	0	414	30	10
Future Vol, veh/h	304	0	0	414	30	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	320	0	0	436	32	11

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	320
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1237
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1237
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	12.33
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	533	-	-	1237	-
HCM Lane V/C Ratio	0.079	-	-	-	-
HCM Control Delay (s/veh)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	838	68	22	763	24	30
Future Vol, veh/h	838	68	22	763	24	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1010	82	27	919	29	36

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1092
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	635
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	635
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.31	17.38
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	224	513	-	-	635	-
HCM Lane V/C Ratio	0.129	0.071	-	-	0.042	-
HCM Control Delay (s/veh)	23.4	12.6	-	-	10.9	-
HCM Lane LOS	C	B	-	-	B	-
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0.1	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	132	37	99	113	108	48	667	137	172	540	35
Future Volume (veh/h)	19	132	37	99	113	108	48	667	137	172	540	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	153	43	115	131	126	56	776	159	200	628	41
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	118	556	148	247	234	241	502	1492	666	466	1642	733
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.05	0.42	0.42	0.10	0.46	0.46
Sat Flow, veh/h	155	2523	670	616	1062	1092	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	117	0	101	198	0	174	56	776	159	200	628	41
Grp Sat Flow(s),veh/h/ln	1767	0	1581	1264	0	1505	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	2.7	5.1	0.0	5.2	0.9	8.3	3.3	3.1	5.9	0.7
Cycle Q Clear(g_c), s	2.7	0.0	2.7	7.9	0.0	5.2	0.9	8.3	3.3	3.1	5.9	0.7
Prop In Lane	0.19		0.42	0.58		0.73	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	473	0	349	390	0	332	502	1492	666	466	1642	733
V/C Ratio(X)	0.25	0.00	0.29	0.51	0.00	0.52	0.11	0.52	0.24	0.43	0.38	0.06
Avail Cap(c_a), veh/h	707	0	571	587	0	544	581	1492	666	521	1642	733
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	0.0	16.6	18.8	0.0	17.6	7.5	11.0	9.6	7.8	9.0	7.6
Incr Delay (d2), s/veh	0.3	0.0	0.5	1.0	0.0	1.3	0.1	1.3	0.8	0.6	0.7	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.9	2.0	0.0	1.7	0.3	2.8	1.1	0.9	1.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.9	0.0	17.1	19.9	0.0	18.9	7.6	12.3	10.4	8.4	9.7	7.7
LnGrp LOS	B		B	B		B	A	B	B	A	A	A
Approach Vol, veh/h	218			372			991			869		
Approach Delay, s/veh	17.0			19.4			11.7			9.3		
Approach LOS	B			B			B			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.4	26.0		15.8	7.2	28.2		15.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	6.5	21.5		18.5	5.0	23.0		18.5				
Max Q Clear Time (g_c+I1), s	5.1	10.3		4.7	2.9	7.9		9.9				
Green Ext Time (p_c), s	0.1	4.3		0.9	0.0	3.6		1.4				
Intersection Summary												
HCM 7th Control Delay, s/veh				12.5								
HCM 7th LOS				B								

HCM 7th TWSC
3: Allington St & Carpintero Ave

06/18/2025

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	26	411	263	33	66	36
Future Vol, veh/h	26	411	263	33	66	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	467	299	38	75	41

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	336	0	610
Stage 1	-	-	318
Stage 2	-	-	293
Critical Hdwy	4.14	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.22	-	3.52
Pot Cap-1 Maneuver	1220	-	426
Stage 1	-	-	711
Stage 2	-	-	732
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1220	-	414
Mov Cap-2 Maneuver	-	-	414
Stage 1	-	-	691
Stage 2	-	-	732

Approach	EB	WB	SB
HCM Control Delay, s/v	0.66	0	13.44
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	214	-	-	-	414	846
HCM Lane V/C Ratio	0.024	-	-	-	0.181	0.048
HCM Control Delay (s/veh)	8	0.2	-	-	15.6	9.5
HCM Lane LOS	A	A	-	-	C	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.2

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection	
Intersection Delay, s/veh	9.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔	↗		↕↕	↗		↕			↕	
Traffic Vol, veh/h	27	226	12	19	308	15	36	15	18	13	16	16
Future Vol, veh/h	27	226	12	19	308	15	36	15	18	13	16	16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	254	13	21	346	17	40	17	20	15	18	18
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	9.5	10	9.9	9.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	52%	26%	0%	0%	16%	0%	0%	29%
Vol Thru, %	22%	74%	100%	0%	84%	100%	0%	36%
Vol Right, %	26%	0%	0%	100%	0%	0%	100%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	69	102	151	12	122	205	15	45
LT Vol	36	27	0	0	19	0	0	13
Through Vol	15	75	151	0	103	205	0	16
RT Vol	18	0	0	12	0	0	15	16
Lane Flow Rate	78	115	169	13	137	231	17	51
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.133	0.173	0.249	0.017	0.201	0.334	0.021	0.085
Departure Headway (Hd)	6.168	5.427	5.295	4.59	5.291	5.213	4.508	6.037
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	577	657	674	774	675	685	788	588
Service Time	3.954	3.193	3.06	2.355	3.052	2.974	2.269	3.829
HCM Lane V/C Ratio	0.135	0.175	0.251	0.017	0.203	0.337	0.022	0.087
HCM Control Delay, s/veh	9.9	9.3	9.8	7.4	9.4	10.6	7.4	9.4
HCM Lane LOS	A	A	A	A	A	B	A	A
HCM 95th-tile Q	0.5	0.6	1	0.1	0.7	1.5	0.1	0.3

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	196	52	135	283	104	47	251	147	72	242	31
Future Volume (veh/h)	15	196	52	135	283	104	47	251	147	72	242	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	218	58	150	314	116	52	279	163	80	269	34
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	329	796	207	400	729	264	668	1142	648	580	1661	208
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	958	2791	726	1103	2555	926	1076	2185	1239	947	3178	398
Grp Volume(v), veh/h	17	137	139	150	216	214	52	225	217	80	149	154
Grp Sat Flow(s),veh/h/ln	958	1777	1740	1103	1777	1704	1076	1777	1647	947	1777	1799
Q Serve(g_s), s	0.7	2.8	2.9	5.7	4.6	4.8	1.2	3.2	3.4	2.4	2.0	2.1
Cycle Q Clear(g_c), s	5.5	2.8	2.9	8.6	4.6	4.8	3.3	3.2	3.4	5.8	2.0	2.1
Prop In Lane	1.00		0.42	1.00		0.54	1.00		0.75	1.00		0.22
Lane Grp Cap(c), veh/h	329	507	496	400	507	486	668	929	861	580	929	940
V/C Ratio(X)	0.05	0.27	0.28	0.38	0.43	0.44	0.08	0.24	0.25	0.14	0.16	0.16
Avail Cap(c_a), veh/h	597	1005	984	709	1005	963	668	929	861	580	929	940
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	13.0	13.0	16.4	13.6	13.7	6.7	6.1	6.1	7.7	5.8	5.8
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.6	0.6	0.6	0.2	0.6	0.7	0.5	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	1.0	1.0	1.2	1.5	1.5	0.2	0.9	0.9	0.4	0.6	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.0	13.3	13.3	17.0	14.2	14.3	6.9	6.7	6.8	8.2	6.2	6.2
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	293		580			494			383			
Approach Delay, s/veh	13.4		15.0			6.8			6.6			
Approach LOS	B		B			A			A			
Timer - Assigned Phs	2		4			6			8			
Phs Duration (G+Y+Rc), s	29.0		17.9			29.0			17.9			
Change Period (Y+Rc), s	4.5		4.5			4.5			4.5			
Max Green Setting (Gmax), s	24.5		26.5			24.5			26.5			
Max Q Clear Time (g_c+l1), s	5.4		7.5			7.8			10.6			
Green Ext Time (p_c), s	2.6		1.5			1.8			2.7			
Intersection Summary												
HCM 7th Control Delay, s/veh	10.6											
HCM 7th LOS	B											

Intersection												
Intersection Delay, s/veh 7.3												
Intersection LOS A												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	9	0	7	0	0	2	3	58	0	0	37	12
Future Vol, veh/h	9	0	7	0	0	2	3	58	0	0	37	12
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	0	9	0	0	3	4	73	0	0	46	15
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	6.7	7.4	7.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	5%	56%	0%	0%
Vol Thru, %	95%	0%	0%	76%
Vol Right, %	0%	44%	100%	24%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	16	2	49
LT Vol	3	9	0	0
Through Vol	58	0	0	37
RT Vol	0	7	2	12
Lane Flow Rate	76	20	3	61
Geometry Grp	1	1	1	1
Degree of Util (X)	0.085	0.022	0.002	0.066
Departure Headway (Hd)	4.028	4.022	3.585	3.883
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	891	883	988	922
Service Time	2.047	2.078	1.644	1.906
HCM Lane V/C Ratio	0.085	0.023	0.003	0.066
HCM Control Delay, s/veh	7.4	7.2	6.7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.1	0	0.2

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	33	1040	966	45	28	31
Future Volume (veh/h)	33	1040	966	45	28	31
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	36	1143	1062	49	31	34
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	284	1866	1866	832	579	515
Arrive On Green	0.52	0.52	0.52	0.52	0.32	0.32
Sat Flow, veh/h	507	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	36	1143	1062	49	31	34
Grp Sat Flow(s),veh/h/ln	507	1777	1777	1585	1781	1585
Q Serve(g_s), s	3.1	13.5	12.1	0.9	0.7	0.9
Cycle Q Clear(g_c), s	15.3	13.5	12.1	0.9	0.7	0.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	284	1866	1866	832	579	515
V/C Ratio(X)	0.13	0.61	0.57	0.06	0.05	0.07
Avail Cap(c_a), veh/h	284	1866	1866	832	579	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.8	10.0	9.7	7.0	13.9	14.0
Incr Delay (d2), s/veh	0.9	1.5	1.3	0.1	0.2	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	4.2	3.8	0.3	0.3	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.7	11.5	10.9	7.1	14.1	14.2
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h		1179	1111		65	
Approach Delay, s/veh		11.6	10.8		14.2	
Approach LOS		B	B		B	
Timer - Assigned Phs				4	6	8
Phs Duration (G+Y+Rc), s				36.0	24.0	36.0
Change Period (Y+Rc), s				4.5	4.5	4.5
Max Green Setting (Gmax), s				31.5	19.5	31.5
Max Q Clear Time (g_c+I1), s				17.3	2.9	14.1
Green Ext Time (p_c), s				6.9	0.1	7.0
Intersection Summary						
HCM 7th Control Delay, s/veh			11.3			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	Y	
Traffic Vol, veh/h	265	212	71	296	0	0
Future Vol, veh/h	265	212	71	296	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	279	223	75	312	0	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	502	0	696
Stage 1	-	-	-	-	391
Stage 2	-	-	-	-	305
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1058	-	376
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	721
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1058	-	347
Mov Cap-2 Maneuver	-	-	-	-	347
Stage 1	-	-	-	-	653
Stage 2	-	-	-	-	665

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2.04	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	696	-
HCM Lane V/C Ratio	-	-	-	0.071	-
HCM Control Delay (s/veh)	0	-	-	8.7	0.5
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Intersection

Int Delay, s/veh 1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	↑
Traffic Vol, veh/h	351	22	16	415	53	12
Future Vol, veh/h	351	22	16	415	53	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	100	-	0	25
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	390	24	18	461	59	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	414
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.22
Pot Cap-1 Maneuver	-	-	1141
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1141
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	12.57
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	495	814	-	-	1141	-
HCM Lane V/C Ratio	0.119	0.016	-	-	0.016	-
HCM Control Delay (s/veh)	13.3	9.5	-	-	8.2	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	0	-	-	0	-

HCM 7th Signalized Intersection Summary

2: Allington St & Woodruff Ave

06/18/2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	29	18	96	106	190	21	442	44	29	235	17
Future Volume (veh/h)	14	29	18	96	106	190	21	442	44	29	235	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	15	31	19	102	113	202	22	470	47	31	250	18
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	168	277	174	247	202	300	690	1680	749	561	1712	763
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.03	0.47	0.47	0.04	0.48	0.48
Sat Flow, veh/h	260	1330	834	651	971	1442	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	30	0	35	215	0	202	22	470	47	31	250	18
Grp Sat Flow(s),veh/h/ln	873	0	1552	1623	0	1442	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.1	0.0	0.9	4.3	0.0	6.1	0.3	3.8	0.8	0.4	1.9	0.3
Cycle Q Clear(g_c), s	6.2	0.0	0.9	5.6	0.0	6.1	0.3	3.8	0.8	0.4	1.9	0.3
Prop In Lane	0.51		0.54	0.47		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	296	0	323	449	0	300	690	1680	749	561	1712	763
V/C Ratio(X)	0.10	0.00	0.11	0.48	0.00	0.67	0.03	0.28	0.06	0.06	0.15	0.02
Avail Cap(c_a), veh/h	540	0	603	735	0	561	849	1680	749	704	1712	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	15.3	17.1	0.0	17.3	6.1	7.6	6.8	6.0	6.9	6.5
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.8	0.0	2.6	0.0	0.4	0.2	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	1.9	0.0	1.9	0.1	1.1	0.2	0.1	0.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.5	0.0	15.4	17.9	0.0	20.0	6.1	8.0	7.0	6.1	7.1	6.5
LnGrp LOS	B		B	B		B	A	A	A	A	A	A
Approach Vol, veh/h	65			417			539			299		
Approach Delay, s/veh	15.5			18.9			7.9			6.9		
Approach LOS	B			B			A			A		
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	27.0		14.4	5.8	27.4		14.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	5.5	22.5		18.5	5.5	22.5		18.5				
Max Q Clear Time (g_c+I1), s	2.4	5.8		8.2	2.3	3.9		8.1				
Green Ext Time (p_c), s	0.0	2.9		0.2	0.0	1.4		1.8				
Intersection Summary												
HCM 7th Control Delay, s/veh	11.5											
HCM 7th LOS	B											

HCM 7th TWSC
3: Allington St & Carpintero Ave

06/18/2025

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑		↑	↑
Traffic Vol, veh/h	18	84	379	59	9	11
Future Vol, veh/h	18	84	379	59	9	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	95	431	67	10	13
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	498	0	-	0	553	249
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1062	-	-	-	463	751
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1062	-	-	-	454	751
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	925	-
Approach	EB	WB		SB		
HCM Control Delay, s/v	1.59	0		11.33		
HCM LOS				B		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	635	-	-	-	454	751
HCM Lane V/C Ratio	0.019	-	-	-	0.023	0.017
HCM Control Delay (s/veh)	8.5	0.1	-	-	13.1	9.9
HCM Lane LOS	A	A	-	-	B	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	0.1

HCM 7th AWSC
4: Canehill Ave & Allington St

06/18/2025

Intersection	
Intersection Delay, s/veh	8.4
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑		↑			↑	
Traffic Vol, veh/h	18	110	34	16	215	14	4	13	5	9	12	11
Future Vol, veh/h	18	110	34	16	215	14	4	13	5	9	12	11
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	121	37	18	236	15	4	14	5	10	13	12
Number of Lanes	0	2	1	0	2	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	3	3	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	3	3
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	3	3
HCM Control Delay, s/veh	8	8.6	8.4	8.5
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	WBLn3	SBLn1
Vol Left, %	18%	33%	0%	0%	18%	0%	0%	28%
Vol Thru, %	59%	67%	100%	0%	82%	100%	0%	38%
Vol Right, %	23%	0%	0%	100%	0%	0%	100%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	55	73	34	88	143	14	32
LT Vol	4	18	0	0	16	0	0	9
Through Vol	13	37	73	0	72	143	0	12
RT Vol	5	0	0	34	0	0	14	11
Lane Flow Rate	24	60	81	37	96	158	15	35
Geometry Grp	5	5	5	5	5	5	5	5
Degree of Util (X)	0.037	0.085	0.11	0.044	0.132	0.212	0.018	0.053
Departure Headway (Hd)	5.472	5.083	4.918	4.216	4.933	4.842	4.14	5.426
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	655	706	731	851	729	743	866	661
Service Time	3.2	2.801	2.635	1.933	2.649	2.558	1.856	3.153
HCM Lane V/C Ratio	0.037	0.085	0.111	0.043	0.132	0.213	0.017	0.053
HCM Control Delay, s/veh	8.4	8.3	8.2	7.1	8.4	8.9	6.9	8.5
HCM Lane LOS	A	A	A	A	A	A	A	A
HCM 95th-tile Q	0.1	0.3	0.4	0.1	0.5	0.8	0.1	0.2

HCM 7th Signalized Intersection Summary

5: Palo Verde Ave & Allington St/183rd St

06/18/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↱↲		↰	↱↲		↰	↱↲		↰	↱↲	
Traffic Volume (veh/h)	16	88	22	82	203	55	32	124	61	26	90	10
Future Volume (veh/h)	16	88	22	82	203	55	32	124	61	26	90	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	19	104	26	96	239	65	38	146	72	31	106	12
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	298	549	133	377	537	143	907	1385	650	826	1901	212
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1075	2836	687	1260	2776	739	1274	2347	1102	1163	3223	359
Grp Volume(v), veh/h	19	64	66	96	151	153	38	109	109	31	58	60
Grp Sat Flow(s),veh/h/ln	1075	1777	1747	1260	1777	1737	1274	1777	1672	1163	1777	1806
Q Serve(g_s), s	0.7	1.2	1.3	2.9	3.1	3.2	0.5	1.1	1.2	0.5	0.6	0.6
Cycle Q Clear(g_c), s	3.9	1.2	1.3	4.2	3.1	3.2	1.1	1.1	1.2	1.7	0.6	0.6
Prop In Lane	1.00		0.39	1.00		0.43	1.00		0.66	1.00		0.20
Lane Grp Cap(c), veh/h	298	344	338	377	344	336	907	1048	986	826	1048	1065
V/C Ratio(X)	0.06	0.19	0.20	0.25	0.44	0.45	0.04	0.10	0.11	0.04	0.06	0.06
Avail Cap(c_a), veh/h	776	1134	1114	937	1134	1109	907	1048	986	826	1048	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.5	14.0	14.0	15.8	14.8	14.8	3.9	3.7	3.7	4.1	3.6	3.6
Incr Delay (d2), s/veh	0.1	0.3	0.3	0.4	0.9	1.0	0.1	0.2	0.2	0.1	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.4	0.5	0.7	1.1	1.1	0.1	0.2	0.2	0.1	0.1	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.6	14.3	14.3	16.1	15.7	15.8	3.9	3.9	4.0	4.2	3.7	3.7
LnGrp LOS	B	B	B	B	B	B	A	A	A	A	A	A
Approach Vol, veh/h	149		400				256		149			
Approach Delay, s/veh	14.6		15.8				3.9		3.8			
Approach LOS	B		B				A		A			
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	29.0		12.5		29.0		12.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	24.5		26.5		24.5		26.5					
Max Q Clear Time (g_c+I1), s	3.2		5.9		3.7		6.2					
Green Ext Time (p_c), s	1.2		0.7		0.6		1.9					
Intersection Summary												
HCM 7th Control Delay, s/veh	10.6											
HCM 7th LOS	B											

HCM 7th AWSC
6: Canehill Ave & Mapleleaf St

06/18/2025

Intersection

Intersection Delay, s/veh 7.2

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		W				W		W			W	
Traffic Vol, veh/h	2	0	2	0	0	1	6	22	0	0	48	5
Future Vol, veh/h	2	0	2	0	0	1	6	22	0	0	48	5
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	0	3	0	0	1	8	31	0	0	67	7
Number of Lanes	0	1	0	0	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7	6.6	7.2	7.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	21%	50%	0%	0%
Vol Thru, %	79%	0%	0%	91%
Vol Right, %	0%	50%	100%	9%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	28	4	1	53
LT Vol	6	2	0	0
Through Vol	22	0	0	48
RT Vol	0	2	1	5
Lane Flow Rate	39	6	1	74
Geometry Grp	1	1	1	1
Degree of Util (X)	0.044	0.006	0.001	0.08
Departure Headway (Hd)	4.043	3.929	3.532	3.918
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	888	906	1006	918
Service Time	2.057	1.975	1.579	1.928
HCM Lane V/C Ratio	0.044	0.007	0.001	0.081
HCM Control Delay, s/veh	7.2	7	6.6	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0	0	0.3

HCM 7th Signalized Intersection Summary

7: South St & Canehill Ave

06/18/2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	18	540	682	20	38	19
Future Volume (veh/h)	18	540	682	20	38	19
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	643	812	24	45	23
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	373	1866	1866	832	579	515
Arrive On Green	0.52	0.52	0.52	0.52	0.32	0.32
Sat Flow, veh/h	657	3647	3647	1585	1781	1585
Grp Volume(v), veh/h	21	643	812	24	45	23
Grp Sat Flow(s),veh/h/ln	657	1777	1777	1585	1781	1585
Q Serve(g_s), s	1.2	6.3	8.4	0.4	1.0	0.6
Cycle Q Clear(g_c), s	9.7	6.3	8.4	0.4	1.0	0.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	373	1866	1866	832	579	515
V/C Ratio(X)	0.06	0.34	0.44	0.03	0.08	0.04
Avail Cap(c_a), veh/h	373	1866	1866	832	579	515
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	8.3	8.8	6.9	14.0	13.9
Incr Delay (d2), s/veh	0.3	0.5	0.7	0.1	0.3	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	1.9	2.6	0.1	0.4	0.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.0	8.8	9.5	6.9	14.3	14.0
LnGrp LOS	B	A	A	A	B	B
Approach Vol, veh/h		664	836		68	
Approach Delay, s/veh		8.9	9.4		14.2	
Approach LOS		A	A		B	
Timer - Assigned Phs			4		6	8
Phs Duration (G+Y+Rc), s			36.0		24.0	36.0
Change Period (Y+Rc), s			4.5		4.5	4.5
Max Green Setting (Gmax), s			31.5		19.5	31.5
Max Q Clear Time (g_c+l1), s			11.7		3.0	10.4
Green Ext Time (p_c), s			4.2		0.1	5.5
Intersection Summary						
HCM 7th Control Delay, s/veh			9.4			
HCM 7th LOS			A			

Intersection						
Int Delay, s/veh	5.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↓	
Traffic Vol, veh/h	93	0	0	226	212	71
Future Vol, veh/h	93	0	0	226	212	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	0	0	238	223	75
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	98	0	217	49
Stage 1	-	-	-	-	98	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1493	-	752	1009
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	752	1009
Mov Cap-2 Maneuver	-	-	-	-	752	-
Stage 1	-	-	-	-	915	-
Stage 2	-	-	-	-	893	-
Approach	EB		WB		NB	
HCM Control Delay, s/v	0		0		12.1	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	803	-	-	1493	-	
HCM Lane V/C Ratio	0.371	-	-	-	-	
HCM Control Delay (s/veh)	12.1	-	-	0	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.7	-	-	0	-	

APPENDIX C
VARSITY FOOTBALL TICKET SALES

APPENDIX C
MAYFAIR VARIETY FOOTBALL GAME TICKET SALES

Date	Opponent	# Tickets Sold
<i>2022 Season</i>		
8/19/2022	v. Huntington Beach	834*
9/9/2022	V. Lakewood	601
9/16/2022	v. El Rancho	453
10/7/2022	v. La Mirada	896
10/14/2022	v. Dominguez	612
2022 ASB Tickets Sold		374
<i>2023 Season</i>		
8/25/2023	v. Bellflower	821
9/1/2023	v. Mira Costa	423
9/28/2023	v. Warren	639
10/20/2023	v. Downey	629
10/27/2023	v. Norwalk	352
2023 ASB Tickets Sold		335
<i>2024 Season</i>		
8/23/2024	v. Yorba Linda	721
9/13/2024	v. Lakewood	748
9/20/2024	v. Huntington Beach	973*
10/18/2024	v. La Mirada	619
10/25/2024	v. Dominguez	327
2024 ASB Tickets Sold		324
<i>Average # Tickets Sold Per Game</i>		603
<i>Average # ASB Tickets Sold Per Year</i>		344

Notes:

* Non-league game which will continue to be played at Ron Yary Stadium. Therefore, was not included in the calculation for average number of tickets sold per game.