

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Valley Drive/24th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing		
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 24th Street				North/South Street: Valley Drive			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	15	90			235	5	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	30	180	0	0	470	10	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT			TR			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	15		20				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	30	0	40	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration	LR						
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LT						LR
v (veh/h)	30						70
C (m) (veh/h)	1083						478
v/c	0.03						0.15
95% queue length	0.09						0.51
Control Delay (s/veh)	8.4						13.8
LOS	A						B
Approach Delay (s/veh)	--	--				13.8	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Valley Drive/25th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing		
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 25th Street				North/South Street: Valley Drive			
Intersection Orientation: North-South				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	5	100			230	10	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	10	200	0	0	460	20	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LT					TR	
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)	10		5				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	20	0	10	0	0	0	
Percent Heavy Vehicles	0	0	0	0	0	0	
Percent Grade (%)	0			0			
Flared Approach		N			N		
Storage		0			0		
RT Channelized			0			0	
Lanes	0	0	0	0	0	0	
Configuration		LR					
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	10						30
C (m) (veh/h)	1085						453
v/c	0.01						0.07
95% queue length	0.03						0.21
Control Delay (s/veh)	8.3						13.5
LOS	A						B
Approach Delay (s/veh)	--	--				13.5	
Approach LOS	--	--				B	