

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Manhattan Ave/24th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour						
Project Description North Elementary School							
East/West Street: 24th Street				North/South Street: Manhattan Avenue			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	10	230	10	10	110	5	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	10	230	10	10	110	5	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration	LTR			LTR			
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	10	5	10	5	10	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	10	10	5	10	5	10	
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	1	0	0	1	0	
Configuration		LTR			LTR		
Delay, Queue Length, and Level of Service							
Approach	Northbound	Southbound	Westbound			Eastbound	
Movement	1	4	7	8	9	10	11
Lane Configuration	LTR	LTR	LTR			LTR	
v (veh/h)	10	10	25			25	
C (m) (veh/h)	1457	1318	601			565	
v/c	0.01	0.01	0.04			0.04	
95% queue length	0.02	0.02	0.13			0.14	
Control Delay (s/veh)	7.5	7.8	11.2			11.7	
LOS	A	A	B			B	
Approach Delay (s/veh)	--	--	11.2			11.7	
Approach LOS	--	--	B			B	

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Manhattan Ave/25th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2015 Existing			
Analysis Time Period	AM Peak Hour								
Project ID North Elementary School									
East/West Street: 25th Street					North/South Street: Manhattan Avenue				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	10	10	5		10	10	10		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	10	220	10		10	100	10		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	1.00		1.00		1.00		1.00		
Flow Rate (veh/h)	25		30		240		120		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.4		0.3		0.0		0.1		
Prop. Right-Turns	0.2		0.3		0.0		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.1		-0.0		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.02		0.03		0.21		0.11		
hd, final value (s)	4.68		4.58		4.14		4.24		
x, final value	0.03		0.04		0.28		0.14		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.7		2.6		2.1		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	275		280		490		370		
Delay (s/veh)	7.84		7.76		8.72		7.94		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.84		7.76		8.72		7.94		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.37								
Intersection LOS	A								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Manhattan Ave/26th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour						
Project Description North Elementary School							
East/West Street: 26th Street				North/South Street: Manhattan Avenue			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		230	20	10	100		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	230	20	10	100	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
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		10	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	10	
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)		10		20			
C (m) (veh/h)		1305		686			
v/c		0.01		0.03			
95% queue length		0.02		0.09			
Control Delay (s/veh)		7.8		10.4			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.4				
Approach LOS	--	--	B				

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		R Garland			Intersection		Manhattan Ave/27th Street		
Agency/Co.		Hermosa Beach City School Dist			Jurisdiction		City of Hermosa Beach		
Date Performed		12/13/2015			Analysis Year		2015 Existing		
Analysis Time Period		AM Peak Hour							
Project ID North Elementary School									
East/West Street: 27th Street/Greenwich Village					North/South Street: Manhattan Avenue				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		160	180	0	20	120	40		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		0	240	10	50	90	60		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		L	TR
PHF		1.00		1.00		1.00		1.00	1.00
Flow Rate (veh/h)		340		180		250		50	150
% Heavy Vehicles		0		0		0		0	0
No. Lanes		1		1		1		2	
Geometry Group		2		2		4a		5	
Duration, T		1.00							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.5		0.1		0.0		1.0	0.0	
Prop. Right-Turns	0.0		0.2		0.0		0.0	0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.5	0.5	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.7	-0.7	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	0.1		-0.1		-0.0		0.5	-0.3	
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20	3.20	
x, initial	0.30		0.16		0.22		0.04	0.13	
hd, final value (s)	5.69		5.80		5.93		7.00	6.21	
x, final value	0.54		0.29		0.41		0.10	0.26	
Move-up time, m (s)	2.0		2.0		2.0		2.3		
Service Time, t _s (s)	3.7		3.8		3.9		4.7	3.9	
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		590		430		500		300	400
Delay (s/veh)		15.23		11.17		13.07		10.45	11.07
LOS		C		B		B		B	B
Approach: Delay (s/veh)		15.23		11.17		13.07		10.91	
LOS		C		B		B		B	
Intersection Delay (s/veh)		13.03							
Intersection LOS		B							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Morningside Dr/27th Street		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour							
Project ID North Elementary School								
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	10	230	5		30	170	30	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	20	30		40	10	5	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	245		230		55		55	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0		0.1		0.1		0.7	
Prop. Right-Turns	0.0		0.1		0.5		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.3		0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.22		0.20		0.05		0.05	
hd, final value (s)	4.44		4.41		4.75		5.15	
x, final value	0.30		0.28		0.07		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.4		2.8		3.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	495		480		305		305	
Delay (s/veh)	9.35		9.13		8.13		8.59	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.35		9.13		8.13		8.59	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.08							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2015 Existing			
Analysis Time Period	AM Peak Hour							
Project Description North Elementary School								
East/West Street: 24th Street				North/South Street: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	10			10	10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	10	0	0	10	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				30		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	0	0	0	30	0	10		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	10						40	
C (m) (veh/h)	1588						960	
v/c	0.01						0.04	
95% queue length	0.02						0.13	
Control Delay (s/veh)	7.3						8.9	
LOS	A						A	
Approach Delay (s/veh)	--	--				8.9		
Approach LOS	--	--				A		

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Myrtle Ave/25th Street		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour							
Project ID North Elementary School								
East/West Street: 25th Street					North/South Street: Myrtle Avenue			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	20	10		30	20	10	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	10	20		5	5	5	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	35		60		35		15	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.5		0.1		0.3	
Prop. Right-Turns	0.3		0.2		0.6		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.3		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.03		0.01	
hd, final value (s)	3.92		4.04		3.80		4.00	
x, final value	0.04		0.07		0.04		0.02	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	1.9		2.0		1.8		2.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	285		310		285		265	
Delay (s/veh)	7.07		7.33		6.95		7.07	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.07		7.33		6.95		7.07	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.15							
Intersection LOS	A							

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Myrtle Avenue/26th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2015 Existing			
Analysis Time Period	AM Peak Hour								
Project Description North Elementary School									
East/West Street: 26th Street					North/South Street: Myrtle Avenue				
Intersection Orientation: East-West					Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)		30	5	5	10				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	0	30	5	5	10	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
Upstream Signal		0			0				
Minor Street	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)	10		15						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	10	0	15	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	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		LT		LR					
v (veh/h)		5		25					
C (m) (veh/h)		1565		981					
v/c		0.00		0.03					
95% queue length		0.01		0.08					
Control Delay (s/veh)		7.3		8.8					
LOS		A		A					
Approach Delay (s/veh)	--	--	8.8						
Approach LOS	--	--	A						

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Ave/24th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2015 Existing			
Analysis Time Period	AM Peak Hour								
Project ID North Elementary School									
East/West Street: 24th Street					North/South Street: Park Avenue				
Volume Adjustments and Site Characteristics									
Approach	Eastbound					Westbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	5	30	5	10	10	20			
%Thrus Left Lane									
Approach	Northbound					Southbound			
Movement	L	T	R	L	T	R			
Volume (veh/h)	5	10	10	20	30	5			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	1.00		1.00		1.00		1.00		
Flow Rate (veh/h)	40		40		25		55		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	1.00								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.3		0.2		0.4		
Prop. Right-Turns	0.1		0.5		0.4		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.1		-0.3		-0.2		0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.04		0.04		0.02		0.05		
hd, final value (s)	4.06		3.86		3.92		4.11		
x, final value	0.05		0.04		0.03		0.06		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _g (s)	2.1		1.9		1.9		2.1		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	290		290		275		305		
Delay (s/veh)	7.25		7.03		7.03		7.39		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.25		7.03		7.03		7.39		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.21								
Intersection LOS	A								

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Park Avenue/25th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour						
Project Description North Elementary School							
East/West Street: 25th Street				North/South Street: Park Avenue			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)		30	5	10	30		
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	30	5	10	30	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				20		30	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	30	
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)		10		50			
C (m) (veh/h)		1557		957			
v/c		0.01		0.05			
95% queue length		0.02		0.17			
Control Delay (s/veh)		7.3		9.0			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.0				
Approach LOS	--	--	A				

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	2015 Existing		
Analysis Time Period	AM Peak Hour						
Project Description North Elementary School							
East/West Street: 24th Street				North/South Street: Valley Drive			
Intersection Orientation: North-South				Study Period (hrs): 1.00			
Vehicle Volumes and Adjustments							
Major Street	Northbound			Southbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	30	160			350	10	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	30	160	0	0	350	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)	30		30				
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	30	0	30	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						60
C (m) (veh/h)	1200						554
v/c	0.03						0.11
95% queue length	0.08						0.36
Control Delay (s/veh)	8.1						12.3
LOS	A						B
Approach Delay (s/veh)	--	--				12.3	
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	2015 Existing			
Analysis Time Period	AM Peak Hour								
Project Description North Elementary School									
East/West Street: 25th Street					North/South Street: Valley Drive				
Intersection Orientation: North-South					Study Period (hrs): 1.00				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	10	170			360	50			
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	10	170	0	0	360	50			
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)	30		10						
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00			
Hourly Flow Rate, HFR (veh/h)	30	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						40		
C (m) (veh/h)	1152						510		
v/c	0.01						0.08		
95% queue length	0.03						0.26		
Control Delay (s/veh)	8.2						12.7		
LOS	A						B		
Approach Delay (s/veh)	--	--				12.7			
Approach LOS	--	--				B			

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2015 Existing		
Analysis Time Period	AM Peak Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	30	210	60	200	220	80		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	10	60	120	70	150	10		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Flow Rate (veh/h)	240	60	200	300	70	120	230	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	1.00							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.21	0.05	0.18	0.27	0.06	0.11	0.20	
hd, final value (s)	6.85	6.07	6.99	6.29	7.34	6.56	7.01	
x, final value	0.46	0.10	0.39	0.52	0.14	0.22	0.45	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	4.5	3.8	4.7	4.0	5.0	4.3	4.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	490	310	450	550	320	370	480	
Delay (s/veh)	15.26	9.45	14.10	15.86	11.25	11.09	15.36	
LOS	C	A	B	C	B	B	C	
Approach: Delay (s/veh)	14.10		15.16		11.15		15.36	
LOS	B		C		B		C	
Intersection Delay (s/veh)	14.31							
Intersection LOS	B							

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Manhattan Ave/26th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project		
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 26th Street				North/South Street: Manhattan Avenue			
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)		160	10	16	99		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	320	20	32	198	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				48		70	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	96	0	140	
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)		32		236			
C (m) (veh/h)		1210		563			
v/c		0.03		0.42			
95% queue length		0.08		2.06			
Control Delay (s/veh)		8.1		15.9			
LOS		A		C			
Approach Delay (s/veh)	--	--	15.9				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Manhattan Ave/26th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	AM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 26th Street					North/South Street: Manhattan Avenue				
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)		138	10	5	68				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	276	20	10	136	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
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	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	10			
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)		1255		600					
v/c		0.01		0.05					
95% queue length		0.02		0.16					
Control Delay (s/veh)		7.9		11.3					
LOS		A		B					
Approach Delay (s/veh)	--	--	11.3						
Approach LOS	--	--	B						

TWO-WAY STOP CONTROL SUMMARY							
General Information			Site Information				
Analyst	R Garland		Intersection				
Agency/Co.	Hermosa Beach City School Dist		Manhattan Ave/26th Street				
Date Performed	12/13/2015		Jurisdiction				
Analysis Time Period	AM Peak Half Hour		City of Hermosa Beach				
			Analysis Year				
			2019 With Project				
Project Description North Elementary School							
East/West Street: 26th Street			North/South Street: Manhattan Avenue				
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)		163	10	16	102		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	326	20	32	204	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				48		70	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	96	0	140	
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)		32		236			
C (m) (veh/h)		1204		556			
v/c		0.03		0.42			
95% queue length		0.08		2.10			
Control Delay (s/veh)		8.1		16.2			
LOS		A		C			
Approach Delay (s/veh)	--	--	16.2				
Approach LOS	--	--	C				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Manhattan Ave/26th 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	PM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 26th Street				North/South Street: Manhattan Avenue				
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)		80	5	10	65			
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00		
Hourly Flow Rate, HFR (veh/h)	0	160	10	20	130	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
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	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	10		
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)		20		30				
C (m) (veh/h)		1396		691				
v/c		0.01		0.04				
95% queue length		0.04		0.14				
Control Delay (s/veh)		7.6		10.4				
LOS		A		B				
Approach Delay (s/veh)	--	--	10.4					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Manhattan Ave/26th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project		
Analysis Time Period	PM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 26th Street				North/South Street: Manhattan Avenue			
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)		94	5	14	79		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	188	10	28	158	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				35		47	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	70	0	94	
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)		28		164			
C (m) (veh/h)		1364		692			
v/c		0.02		0.24			
95% queue length		0.06		0.92			
Control Delay (s/veh)		7.7		11.8			
LOS		A		B			
Approach Delay (s/veh)	--	--	11.8				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Manhattan Ave/26th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	PM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 26th Street					North/South Street: Manhattan Avenue				
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)		83	5	10	68				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	166	10	20	136	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
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	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	10			
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)		20		30					
C (m) (veh/h)		1389		681					
v/c		0.01		0.04					
95% queue length		0.04		0.14					
Control Delay (s/veh)		7.6		10.5					
LOS		A		B					
Approach Delay (s/veh)	--	--	10.5						
Approach LOS	--	--	B						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/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: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	10			10	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	10	20	0	0	20	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				15		5		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	30	0	10		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	10						40	
C (m) (veh/h)	1574						939	
v/c	0.01						0.04	
95% queue length	0.02						0.13	
Control Delay (s/veh)	7.3						9.0	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.0		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Myrtle Avenue/24th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project		
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 24th Street				North/South Street: Myrtle Avenue			
Intersection Orientation: East-West				Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments							
Major Street	Eastbound			Westbound			
Movement	1	2	3	4	5	6	
	L	T	R	L	T	R	
Volume (veh/h)	52	10			14	5	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	104	20	0	0	28	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	Northbound			Southbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				118		27	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	236	0	54	
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	Eastbound	Westbound	Northbound			Southbound	
Movement	1	4	7	8	9	10	11 12
Lane Configuration	LT						LR
v (veh/h)	104						290
C (m) (veh/h)	1564						709
v/c	0.07						0.41
95% queue length	0.21						2.00
Control Delay (s/veh)	7.5						13.5
LOS	A						B
Approach Delay (s/veh)	--	--				13.5	
Approach LOS	--	--				B	

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2019 Without Project			
Analysis Time Period	AM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Street				North/South Street: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	5	10			10	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	10	20	0	0	20	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				15		5		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	30	0	10		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	10						40	
C (m) (veh/h)	1574						939	
v/c	0.01						0.04	
95% queue length	0.02						0.13	
Control Delay (s/veh)	7.3						9.0	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.0		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2019 With Project			
Analysis Time Period	AM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Street				North/South Street: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	52	10			14	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	104	20	0	0	28	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				118		27		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	236	0	54		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	104						290	
C (m) (veh/h)	1564						709	
v/c	0.07						0.41	
95% queue length	0.21						2.00	
Control Delay (s/veh)	7.5						13.5	
LOS	A						B	
Approach Delay (s/veh)	--	--				13.5		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/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	PM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Street				North/South Street: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	10	10			10	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	20	20	0	0	20	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				10		5		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	10		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	20						30	
C (m) (veh/h)	1574						927	
v/c	0.01						0.03	
95% queue length	0.04						0.10	
Control Delay (s/veh)	7.3						9.0	
LOS	A						A	
Approach Delay (s/veh)	--	--				9.0		
Approach LOS	--	--				A		

TWO-WAY STOP CONTROL SUMMARY								
General Information					Site Information			
Analyst	R Garland				Intersection	Myrtle Avenue/24th Street		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2018 Existing + Project		
Analysis Time Period	PM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Street					North/South Street: Myrtle Avenue			
Intersection Orientation: East-West					Study Period (hrs): 0.25			
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	30	10			12	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	60	20	0	0	24	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				70		19		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	140	0	38		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	60						178	
C (m) (veh/h)	1569						814	
v/c	0.04						0.22	
95% queue length	0.12						0.83	
Control Delay (s/veh)	7.4						10.7	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.7		
Approach LOS	--	--				B		

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Myrtle Avenue/24th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	PM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 24th Street					North/South Street: Myrtle Avenue				
Intersection Orientation: East-West					Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments									
Major Street	Eastbound			Westbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)	10	10			10	5			
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50			
Hourly Flow Rate, HFR (veh/h)	20	20	0	0	20	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	Northbound			Southbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				10		5			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	10			
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	Eastbound	Westbound	Northbound			Southbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration	LT						LR		
v (veh/h)	20						30		
C (m) (veh/h)	1574						927		
v/c	0.01						0.03		
95% queue length	0.04						0.10		
Control Delay (s/veh)	7.3						9.0		
LOS	A						A		
Approach Delay (s/veh)	--	--				9.0			
Approach LOS	--	--				A			

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th 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 ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound			Westbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	10	125	5	5	100	20			
%Thrus Left Lane									
Approach	Northbound			Southbound					
Movement	L	T	R	L	T	R			
Volume (veh/h)	5	10	10	30	5	5			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	280		250		50		80		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.0		0.2		0.8		
Prop. Right-Turns	0.0		0.2		0.4		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.1		-0.2		0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.25		0.22		0.04		0.07		
hd, final value (s)	4.54		4.49		5.06		5.28		
x, final value	0.35		0.31		0.07		0.12		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		3.1		3.3		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	530		500		300		330		
Delay (s/veh)	9.99		9.52		8.44		8.98		
LOS	A		A		A		A		
Approach: Delay (s/veh)	9.99		9.52		8.44		8.98		
LOS	A		A		A		A		
Intersection Delay (s/veh)	9.57								
Intersection LOS	A								

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Myrtle Avenue/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2019 With Project			
Analysis Time Period	PM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Street				North/South Street: Myrtle Avenue				
Intersection Orientation: East-West				Study Period (hrs): 0.25				
Vehicle Volumes and Adjustments								
Major Street	Eastbound			Westbound				
Movement	1	2	3	4	5	6		
	L	T	R	L	T	R		
Volume (veh/h)	30	10			12	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	60	20	0	0	24	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	Northbound			Southbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				70		19		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	140	0	38		
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	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	LT						LR	
v (veh/h)	60						178	
C (m) (veh/h)	1569						814	
v/c	0.04						0.22	
95% queue length	0.12						0.83	
Control Delay (s/veh)	7.4						10.7	
LOS	A						B	
Approach Delay (s/veh)	--	--				10.7		
Approach LOS	--	--				B		

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2018 Existing + Project			
Analysis Time Period	AM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	24	185	5		11	113	20		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	12	19		30	11	18		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	428		288		72		118		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.1		0.1		0.5		
Prop. Right-Turns	0.0		0.1		0.5		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	0.0		-0.1		-0.3		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.38		0.26		0.06		0.10		
hd, final value (s)	4.86		4.96		5.62		5.72		
x, final value	0.58		0.40		0.11		0.19		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.9		3.0		3.6		3.7		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	678		538		322		368		
Delay (s/veh)	14.31		11.20		9.33		10.04		
LOS	B		B		A		B		
Approach: Delay (s/veh)	14.31		11.20		9.33		10.04		
LOS	B		B		A		B		
Intersection Delay (s/veh)	12.37								
Intersection LOS	B								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	AM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	10	144	5		5	117	22		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	10	10		32	5	5		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	318		288		50		84		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.0		0.2		0.8		
Prop. Right-Turns	0.0		0.2		0.4		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.1		-0.2		0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.28		0.26		0.04		0.07		
hd, final value (s)	4.61		4.57		5.27		5.48		
x, final value	0.41		0.37		0.07		0.13		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.6		2.6		3.3		3.5		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	568		538		300		334		
Delay (s/veh)	10.75		10.19		8.68		9.28		
LOS	B		B		A		A		
Approach: Delay (s/veh)	10.75		10.19		8.68		9.28		
LOS	B		B		A		A		
Intersection Delay (s/veh)	10.23								
Intersection LOS	B								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 With Project			
Analysis Time Period	AM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	24	204	5		11	130	22		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	12	19		32	11	18		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	466		326		72		122		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.1		0.1		0.5		
Prop. Right-Turns	0.0		0.1		0.5		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	0.0		-0.1		-0.3		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.41		0.29		0.06		0.11		
hd, final value (s)	4.97		5.07		5.87		5.96		
x, final value	0.64		0.46		0.12		0.20		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	3.0		3.1		3.9		4.0		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	708		576		322		372		
Delay (s/veh)	16.45		12.31		9.65		10.46		
LOS	C		B		A		B		
Approach: Delay (s/veh)	16.45		12.31		9.65		10.46		
LOS	C		B		A		B		
Intersection Delay (s/veh)	13.84								
Intersection LOS	B								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		R Garland			Intersection		Morningside Dr/27th 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		PM Peak Half Hour							
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		5	105	5	10	125	15		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		5	5	10	25	5	5		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.50		0.50		0.50		0.50	
Flow Rate (veh/h)		230		300		40		70	
% Heavy Vehicles		0		0		0		0	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		0.1		0.3		0.7		
Prop. Right-Turns	0.0		0.1		0.5		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		-0.3		0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.20		0.27		0.04		0.06		
hd, final value (s)	4.51		4.41		4.97		5.22		
x, final value	0.29		0.37		0.06		0.10		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.4		3.0		3.2		
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		480		550		290		320	
Delay (s/veh)		9.33		9.95		8.26		8.81	
LOS		A		A		A		A	
Approach: Delay (s/veh)		9.33		9.95		8.26		8.81	
LOS		A		A		A		A	
Intersection Delay (s/veh)		9.50							
Intersection LOS		A							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information				
Analyst	R Garland			Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project			
Analysis Time Period	PM Peak Half Hour							
Project ID North Elementary School								
East/West Street: 27th Street/Gould Avenue				North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	143	5	13	130	15		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	7	15	25	8	10		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.50		0.50		0.50		0.50	
Flow Rate (veh/h)	322		316		54		86	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.1		0.2		0.6	
Prop. Right-Turns	0.0		0.1		0.6		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		-0.3		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.29		0.28		0.05		0.08	
hd, final value (s)	4.68		4.65		5.27		5.47	
x, final value	0.42		0.41		0.08		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.7		2.6		3.3		3.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	572		566		304		336	
Delay (s/veh)	10.99		10.81		8.72		9.29	
LOS	B		B		A		A	
Approach: Delay (s/veh)	10.99		10.81		8.72		9.29	
LOS	B		B		A		A	
Intersection Delay (s/veh)	10.57							
Intersection LOS	B							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	PM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	127	5		10	147	17		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	5	10		27	5	5		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	274		348		40		74		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		0.1		0.3		0.7		
Prop. Right-Turns	0.0		0.1		0.5		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.0		-0.3		0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.24		0.31		0.04		0.07		
hd, final value (s)	4.61		4.50		5.22		5.46		
x, final value	0.35		0.43		0.06		0.11		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _g (s)	2.6		2.5		3.2		3.5		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	524		598		290		324		
Delay (s/veh)	10.07		10.91		8.54		9.15		
LOS	B		B		A		A		
Approach: Delay (s/veh)	10.07		10.91		8.54		9.15		
LOS	B		B		A		A		
Intersection Delay (s/veh)	10.29								
Intersection LOS	B								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Morningside Dr/27th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 With Project			
Analysis Time Period	PM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 27th Street/Gould Avenue					North/South Street: Morningside Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	13	165	5		13	152	17		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	7	15		27	8	10		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	366		364		54		90		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.1		0.2		0.6		
Prop. Right-Turns	0.0		0.1		0.6		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		-0.0		-0.3		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.33		0.32		0.05		0.08		
hd, final value (s)	4.78		4.74		5.53		5.73		
x, final value	0.49		0.48		0.08		0.14		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.8		2.7		3.5		3.7		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	616		614		304		340		
Delay (s/veh)	12.20		12.03		9.03		9.68		
LOS	B		B		A		A		
Approach: Delay (s/veh)	12.20		12.03		9.03		9.68		
LOS	B		B		A		A		
Intersection Delay (s/veh)	11.68								
Intersection LOS	B								

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Avenue/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: Park Avenue				
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	5	5	15				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	30	10	10	30	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
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		10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	20			
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		40					
C (m) (veh/h)		1551		941					
v/c		0.01		0.04					
95% queue length		0.02		0.13					
Control Delay (s/veh)		7.3		9.0					
LOS		A		A					
Approach Delay (s/veh)	--	--	9.0						
Approach LOS	--	--	A						

TWO-WAY STOP CONTROL SUMMARY

General Information				Site Information			
Analyst	R Garland			Intersection	Park Avenue/25th Street		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project		
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 25th Street				North/South Street: Park Avenue			
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)		121	5	10	35		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	242	10	20	70	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
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		111	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	222	
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)		20		242			
C (m) (veh/h)		1299		753			
v/c		0.02		0.32			
95% queue length		0.05		1.39			
Control Delay (s/veh)		7.8		12.0			
LOS		A		B			
Approach Delay (s/veh)	--	--	12.0				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Avenue/25th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 Without Project			
Analysis Time Period	AM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 25th Street					North/South Street: Park Avenue				
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	5	5	15				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	30	10	10	30	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
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		10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	20			
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		40					
C (m) (veh/h)		1551		941					
v/c		0.01		0.04					
95% queue length		0.02		0.13					
Control Delay (s/veh)		7.3		9.0					
LOS		A		A					
Approach Delay (s/veh)	--	--	9.0						
Approach LOS	--	--	A						

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Avenue/25th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 With Project			
Analysis Time Period	AM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 25th Street					North/South Street: Park Avenue				
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)		121	5	10	35				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	242	10	20	70	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR	LT					
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		111			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	222			
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)		20		242					
C (m) (veh/h)		1299		753					
v/c		0.02		0.32					
95% queue length		0.05		1.39					
Control Delay (s/veh)		7.8		12.0					
LOS		A		B					
Approach Delay (s/veh)	--	--	12.0						
Approach LOS	--	--	B						

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Park Avenue/24th Place			
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 Place				North/South Street: Park Avenue				
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)		10	10	5	20			
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00		
Hourly Flow Rate, HFR (veh/h)	0	20	20	10	40	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
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		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	20		
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		40				
C (m) (veh/h)		1551		941				
v/c		0.01		0.04				
95% queue length		0.02		0.13				
Control Delay (s/veh)		7.3		9.0				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.0					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	R Garland		Intersection	Park Avenue/24th Place			
Agency/Co.	Hermosa Beach City School Dist		Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015		Analysis Year	2018 Existing + Project			
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 24th Place			North/South Street: Park Avenue				
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)		91	10	10	35		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	182	20	20	70	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
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		35	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	70	
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)		20		90			
C (m) (veh/h)		1354		781			
v/c		0.01		0.12			
95% queue length		0.04		0.39			
Control Delay (s/veh)		7.7		10.2			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.2				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Avenue/24th Place			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 No Project			
Analysis Time Period	AM Peak Half Hour								
Project Description North Elementary School									
East/West Street: 24th Place					North/South Street: Park Avenue				
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)		10	10	5	20				
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00			
Hourly Flow Rate, HFR (veh/h)	0	20	20	10	40	0			
Percent Heavy Vehicles	0	--	--	0	--	--			
Median Type	Undivided								
RT Channelized			0			0			
Lanes	0	1	0	0	1	0			
Configuration			TR		LT				
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		10			
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50			
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	20			
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		40					
C (m) (veh/h)		1551		941					
v/c		0.01		0.04					
95% queue length		0.02		0.13					
Control Delay (s/veh)		7.3		9.0					
LOS		A		A					
Approach Delay (s/veh)	--	--	9.0						
Approach LOS	--	--	A						

TWO-WAY STOP CONTROL SUMMARY

General Information			Site Information				
Analyst	R Garland		Intersection	Park Avenue/24th Place			
Agency/Co.	Hermosa Beach City School Dist		Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015		Analysis Year	2019 With Project			
Analysis Time Period	AM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 24th Place			North/South Street: Park Avenue				
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)		91	10	10	35		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	182	20	20	70	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
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		35	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	20	0	70	
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)		20		90			
C (m) (veh/h)		1354		781			
v/c		0.01		0.12			
95% queue length		0.04		0.39			
Control Delay (s/veh)		7.7		10.2			
LOS		A		B			
Approach Delay (s/veh)	--	--	10.2				
Approach LOS	--	--	B				

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst <i>R Garland</i>					Intersection <i>Park Avenue/24th Place</i>				
Agency/Co. <i>Hermosa Beach City School Dist</i>					Jurisdiction <i>City of Hermosa Beach</i>				
Date Performed <i>12/13/2015</i>					Analysis Year <i>2018 Existing</i>				
Analysis Time Period <i>PM Peak Half Hour</i>									
Project Description <i>North Elementary School</i>									
East/West Street: <i>24th Place</i>					North/South Street: <i>Park Avenue</i>				
Intersection Orientation: <i>North-South</i>					Study Period (hrs): <i>0.25</i>				
Vehicle Volumes and Adjustments									
Major Street	Northbound			Southbound					
Movement	1	2	3	4	5	6			
	L	T	R	L	T	R			
Volume (veh/h)		<i>5</i>	<i>10</i>	<i>5</i>	<i>10</i>				
Peak-Hour Factor, PHF	<i>1.00</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>0.50</i>	<i>1.00</i>			
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>10</i>	<i>20</i>	<i>10</i>	<i>20</i>	<i>0</i>			
Percent Heavy Vehicles	<i>0</i>	--	--	<i>0</i>	--	--			
Median Type	<i>Undivided</i>								
RT Channelized			<i>0</i>			<i>0</i>			
Lanes	<i>0</i>	<i>1</i>	<i>0</i>	<i>0</i>	<i>1</i>	<i>0</i>			
Configuration			<i>TR</i>	<i>LT</i>					
Upstream Signal		<i>0</i>			<i>0</i>				
Minor Street	Eastbound			Westbound					
Movement	7	8	9	10	11	12			
	L	T	R	L	T	R			
Volume (veh/h)				<i>5</i>		<i>10</i>			
Peak-Hour Factor, PHF	<i>1.00</i>	<i>1.00</i>	<i>1.00</i>	<i>0.50</i>	<i>1.00</i>	<i>0.50</i>			
Hourly Flow Rate, HFR (veh/h)	<i>0</i>	<i>0</i>	<i>0</i>	<i>10</i>	<i>0</i>	<i>20</i>			
Percent Heavy Vehicles	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>			
Percent Grade (%)	<i>0</i>			<i>0</i>					
Flared Approach		<i>N</i>			<i>N</i>				
Storage		<i>0</i>			<i>0</i>				
RT Channelized			<i>0</i>			<i>0</i>			
Lanes	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>			
Configuration					<i>LR</i>				
Delay, Queue Length, and Level of Service									
Approach	Northbound	Southbound	Westbound			Eastbound			
Movement	1	4	7	8	9	10	11	12	
Lane Configuration		<i>LT</i>		<i>LR</i>					
v (veh/h)		<i>10</i>		<i>30</i>					
C (m) (veh/h)		<i>1564</i>		<i>986</i>					
v/c		<i>0.01</i>		<i>0.03</i>					
95% queue length		<i>0.02</i>		<i>0.09</i>					
Control Delay (s/veh)		<i>7.3</i>		<i>8.8</i>					
LOS		<i>A</i>		<i>A</i>					
Approach Delay (s/veh)	--	--	<i>8.8</i>						
Approach LOS	--	--	<i>A</i>						

TWO-WAY STOP CONTROL SUMMARY							
General Information				Site Information			
Analyst	R Garland			Intersection	Park Avenue/24th Place		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project		
Analysis Time Period	PM Peak Half Hour						
Project Description North Elementary School							
East/West Street: 24th Place				North/South Street: Park Avenue			
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)		40	10	9	19		
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00	
Hourly Flow Rate, HFR (veh/h)	0	80	20	18	38	0	
Percent Heavy Vehicles	0	--	--	0	--	--	
Median Type	Undivided						
RT Channelized			0			0	
Lanes	0	1	0	0	1	0	
Configuration			TR	LT			
Upstream Signal		0			0		
Minor Street	Eastbound			Westbound			
Movement	7	8	9	10	11	12	
	L	T	R	L	T	R	
Volume (veh/h)				5		21	
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50	
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	42	
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)		18		52			
C (m) (veh/h)		1475		908			
v/c		0.01		0.06			
95% queue length		0.04		0.18			
Control Delay (s/veh)		7.5		9.2			
LOS		A		A			
Approach Delay (s/veh)	--	--	9.2				
Approach LOS	--	--	A				

TWO-WAY STOP CONTROL SUMMARY								
General Information				Site Information				
Analyst	R Garland			Intersection	Park Avenue/24th Place			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2019 Without Project			
Analysis Time Period	PM Peak Half Hour							
Project Description North Elementary School								
East/West Street: 24th Place				North/South Street: Park Avenue				
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	10	5	10			
Peak-Hour Factor, PHF	1.00	0.50	0.50	0.50	0.50	1.00		
Hourly Flow Rate, HFR (veh/h)	0	10	20	10	20	0		
Percent Heavy Vehicles	0	--	--	0	--	--		
Median Type	Undivided							
RT Channelized			0			0		
Lanes	0	1	0	0	1	0		
Configuration			TR	LT				
Upstream Signal		0			0			
Minor Street	Eastbound			Westbound				
Movement	7	8	9	10	11	12		
	L	T	R	L	T	R		
Volume (veh/h)				5		10		
Peak-Hour Factor, PHF	1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)	0	0	0	10	0	20		
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)		1564		986				
v/c		0.01		0.03				
95% queue length		0.02		0.09				
Control Delay (s/veh)		7.3		8.8				
LOS		A		A				
Approach Delay (s/veh)	--	--	8.8					
Approach LOS	--	--	A					

TWO-WAY STOP CONTROL SUMMARY									
General Information					Site Information				
Analyst		R Garland			Intersection		Park Avenue/24th Place		
Agency/Co.		Hermosa Beach City School Dist			Jurisdiction		City of Hermosa Beach		
Date Performed		12/13/2015			Analysis Year		2019 With Project		
Analysis Time Period									
Project Description North Elementary School									
East/West Street: 24th Place					North/South Street: Park Avenue				
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)			40	10	9	19			
Peak-Hour Factor, PHF		1.00	0.50	0.50	0.50	0.50	1.00		
Hourly Flow Rate, HFR (veh/h)		0	80	20	18	38	0		
Percent Heavy Vehicles		0	--	--	0	--	--		
Median Type		Undivided							
RT Channelized				0			0		
Lanes		0	1	0	0	1	0		
Configuration				TR	LT				
Upstream Signal			0			0			
Minor Street		Eastbound			Westbound				
Movement		7	8	9	10	11	12		
		L	T	R	L	T	R		
Volume (veh/h)					5		21		
Peak-Hour Factor, PHF		1.00	1.00	1.00	0.50	1.00	0.50		
Hourly Flow Rate, HFR (veh/h)		0	0	0	10	0	42		
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)		18		52					
C (m) (veh/h)		1475		908					
v/c		0.01		0.06					
95% queue length		0.04		0.18					
Control Delay (s/veh)		7.5		9.2					
LOS		A		A					
Approach Delay (s/veh)	--	--	9.2						
Approach LOS	--	--	A						

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst		R Garland			Intersection		Park Ave/24th Street		
Agency/Co.		Hermosa Beach City School Dist			Jurisdiction		City of Hermosa Beach		
Date Performed		12/13/2015			Analysis Year		2018 Existing + Project		
Analysis Time Period		AM Peak Half Hour							
Project ID North Elementary School									
East/West Street: 24th Street					North/South Street: Park Avenue				
Volume Adjustments and Site Characteristics									
Approach		Eastbound			Westbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		5	74	49	5	5	35		
%Thrus Left Lane									
Approach		Northbound			Southbound				
Movement		L	T	R	L	T	R		
Volume (veh/h)		5	61	10	16	15	9		
%Thrus Left Lane									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Configuration		LTR		LTR		LTR		LTR	
PHF		0.50		0.50		0.50		0.50	
Flow Rate (veh/h)		256		90		152		80	
% Heavy Vehicles		0		0		0		0	
No. Lanes		1		1		1		1	
Geometry Group		1		1		1		1	
Duration, T		0.25							
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		0.1		0.1		0.4		
Prop. Right-Turns	0.4		0.8		0.1		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.4		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.23		0.08		0.14		0.07		
hd, final value (s)	4.36		4.34		4.73		4.84		
x, final value	0.31		0.11		0.20		0.11		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.4		2.3		2.7		2.8		
Capacity and Level of Service									
		Eastbound		Westbound		Northbound		Southbound	
		L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)		506		340		402		330	
Delay (s/veh)		9.32		7.86		8.91		8.42	
LOS		A		A		A		A	
Approach: Delay (s/veh)		9.32		7.86		8.91		8.42	
LOS		A		A		A		A	
Intersection Delay (s/veh)		8.86							
Intersection LOS		A							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information				
Analyst	R Garland			Intersection	Park Ave/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2019 Without Project			
Analysis Time Period	AM Peak Half Hour							
Project ID North Elementary School								
East/West Street: 24th Street				North/South Street: Park Avenue				
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	15	5	5	5	10		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	5	10	10	10	5		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.50		0.50		0.50		0.50	
Flow Rate (veh/h)	50		40		40		50	
% Heavy Vehicles	0		0		0		0	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.3		0.4	
Prop. Right-Turns	0.2		0.5		0.5		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.3		-0.3		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.04		0.04		0.04	
hd, final value (s)	4.05		3.89		3.89		4.09	
x, final value	0.06		0.04		0.04		0.06	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.0		1.9		1.9		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	300		290		290		300	
Delay (s/veh)	7.29		7.07		7.07		7.33	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.29		7.07		7.07		7.33	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.20							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Park Ave/24th Street			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015				Analysis Year	2019 With Project			
Analysis Time Period	AM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 24th Street					North/South Street: Park Avenue				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	74	49		5	5	35		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	5	61	10		16	15	9		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.50		0.50		0.50		0.50		
Flow Rate (veh/h)	256		90		152		80		
% Heavy Vehicles	0		0		0		0		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.0		0.1		0.1		0.4		
Prop. Right-Turns	0.4		0.8		0.1		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.2		-0.4		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.23		0.08		0.14		0.07		
hd, final value (s)	4.36		4.34		4.73		4.84		
x, final value	0.31		0.11		0.20		0.11		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.4		2.3		2.7		2.8		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	506		340		402		330		
Delay (s/veh)	9.32		7.86		8.91		8.42		
LOS	A		A		A		A		
Approach: Delay (s/veh)	9.32		7.86		8.91		8.42		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.86								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2018 Existing		
Analysis Time Period								
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	15	115	40		115	120	45	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	35	70		40	85	5	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	260	80	230	330	80	140	260	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.23	0.07	0.20	0.29	0.07	0.12	0.23	
hd, final value (s)	7.32	6.55	7.43	6.72	7.81	7.04	7.41	
x, final value	0.53	0.15	0.47	0.62	0.17	0.27	0.54	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.0	4.2	5.1	4.4	5.5	4.7	5.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	472	330	473	523	330	390	463	
Delay (s/veh)	17.94	10.36	16.66	19.63	12.15	12.37	18.34	
LOS	C	B	C	C	B	B	C	
Approach: Delay (s/veh)	16.16		18.41		12.29		18.34	
LOS	C		C		B		C	
Intersection Delay (s/veh)	16.86							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2018 Existing + Project		
Analysis Time Period	AM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	28	171	40		176	135	45	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	38	78		40	100	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	398	80	352	360	86	156	298	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.35	0.07	0.31	0.32	0.08	0.14	0.26	
hd, final value (s)	8.22	7.43	8.45	7.75	9.06	8.28	8.40	
x, final value	0.91	0.17	0.83	0.78	0.22	0.36	0.70	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.9	5.1	6.1	5.5	6.8	6.0	6.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	435	330	424	461	336	406	417	
Delay (s/veh)	51.89	11.59	40.39	32.45	14.25	15.54	28.16	
LOS	F	B	E	D	B	C	D	
Approach: Delay (s/veh)	45.14		36.37		15.08		28.16	
LOS	E		E		C		D	
Intersection Delay (s/veh)	34.40							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2019 Without Project		
Analysis Time Period	AM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	15	136	41		116	139	46	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	35	71		41	86	5	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	302	82	232	370	80	142	264	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.2	0.0	1.0	0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.27	0.07	0.21	0.33	0.07	0.13	0.23	
hd, final value (s)	7.51	6.74	7.65	6.96	8.15	7.37	7.69	
x, final value	0.63	0.15	0.49	0.72	0.18	0.29	0.56	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.2	4.4	5.3	4.7	5.8	5.1	5.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	464	332	462	508	330	392	447	
Delay (s/veh)	22.15	10.66	17.55	25.25	12.64	13.06	19.89	
LOS	C	B	C	D	B	B	C	
Approach: Delay (s/veh)	19.70		22.29		12.91		19.89	
LOS	C		C		B		C	
Intersection Delay (s/veh)	19.77							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS

General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2019 With Project		
Analysis Time Period	AM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	28	192	41		177	154	46	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	38	79		41	101	9	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	440	82	354	400	86	158	302	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.1	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.2	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.39	0.07	0.31	0.36	0.08	0.14	0.27	
hd, final value (s)	8.37	7.58	8.67	7.98	9.31	8.53	8.61	
x, final value	1.02	0.17	0.85	0.89	0.22	0.37	0.72	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	6.1	5.3	6.4	5.7	7.0	6.2	6.3	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	440	332	415	451	336	408	415	
Delay (s/veh)	78.43	11.85	44.66	47.19	14.66	16.24	30.66	
LOS	F	B	E	E	B	C	D	
Approach: Delay (s/veh)	67.97		46.00		15.68		30.66	
LOS	F		E		C		D	
Intersection Delay (s/veh)	45.69							
Intersection LOS	E							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2018 Existing		
Analysis Time Period	PM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	120	20		50	135	50	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	25	20		60	130	10	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	250	40	100	370	60	40	400	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.0	0.0	1.0	0.0	0.2	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.22	0.04	0.09	0.33	0.05	0.04	0.36	
hd, final value (s)	7.26	6.52	7.44	6.74	7.94	7.15	6.93	
x, final value	0.50	0.07	0.21	0.69	0.13	0.08	0.77	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.0	4.2	5.1	4.4	5.6	4.8	4.6	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	471	290	350	520	310	290	508	
Delay (s/veh)	17.10	9.73	12.07	23.24	11.85	10.46	29.15	
LOS	C	A	B	C	B	B	D	
Approach: Delay (s/veh)	16.08		20.86		11.30		29.15	
LOS	C		C		B		D	
Intersection Delay (s/veh)	21.63							
Intersection LOS	C							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2018 Existing + Project		
Analysis Time Period	PM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound			Westbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	155	20	76	141	50		
%Thrus Left Lane								
Approach	Northbound			Southbound				
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	27	25	60	136	12		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	336	40	152	382	64	50	416	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.2	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.3	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.30	0.04	0.14	0.34	0.06	0.04	0.37	
hd, final value (s)	7.73	6.98	8.01	7.31	8.73	7.93	7.45	
x, final value	0.72	0.08	0.34	0.78	0.16	0.11	0.86	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.4	4.7	5.7	5.0	6.4	5.6	5.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	453	290	402	484	314	300	476	
Delay (s/veh)	28.04	10.26	14.74	30.90	13.03	11.61	41.05	
LOS	D	B	B	D	B	B	E	
Approach: Delay (s/veh)	26.15		26.30		12.41		41.05	
LOS	D		D		B		E	
Intersection Delay (s/veh)	29.42							
Intersection LOS	D							

ALL-WAY STOP CONTROL ANALYSIS

General Information				Site Information			
Analyst	R Garland			Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015			Analysis Year	2019 Without Project		
Analysis Time Period	PM Peak Half Hour						
Project ID North Elementary School							
East/West Street: Gould Avenue				North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics							
Approach	Eastbound				Westbound		
Movement	L	T	R	L	T	R	
Volume (veh/h)	5	144	20	51	159	51	
%Thrus Left Lane							
Approach	Northbound				Southbound		
Movement	L	T	R	L	T	R	
Volume (veh/h)	5	25	20	61	131	10	
%Thrus Left Lane							
	Eastbound		Westbound		Northbound		Southbound
	L1	L2	L1	L2	L1	L2	L1 L2
Configuration	LT	R	L	TR	LT	R	LTR
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50
Flow Rate (veh/h)	298	40	102	420	60	40	404
% Heavy Vehicles	0	0	0	0	0	0	0
No. Lanes	2		2		2		1
Geometry Group	5		5		5		4b
Duration, T	0.25						
Saturation Headway Adjustment Worksheet							
Prop. Left-Turns	0.0	0.0	1.0	0.0	0.2	0.0	0.3
Prop. Right-Turns	0.0	1.0	0.0	0.2	0.0	1.0	0.0
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2 0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6 -0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7 1.7
hadj, computed	0.0	-0.7	0.5	-0.2	0.1	-0.7	0.0
Departure Headway and Service Time							
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20
k, initial	0.26	0.04	0.09	0.37	0.05	0.04	0.36
hd, final value (s)	7.53	6.80	7.71	7.03	8.48	7.68	7.28
k, final value	0.62	0.08	0.22	0.82	0.14	0.09	0.82
Move-up time, m (s)	2.3		2.3		2.3		2.3
Service Time, t _s (s)	5.2	4.5	5.4	4.7	6.2	5.4	5.0
Capacity and Level of Service							
	Eastbound		Westbound		Northbound		Southbound
	L1	L2	L1	L2	L1	L2	L1 L2
Capacity (veh/h)	460	290	352	504	310	290	485
Delay (s/veh)	21.89	10.05	12.56	34.33	12.57	11.09	34.90
LOS	C	B	B	D	B	B	D
Approach: Delay (s/veh)	20.49		30.08		11.98		34.90
LOS	C		D		B		D
Intersection Delay (s/veh)	27.80						
Intersection LOS	D						

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	R Garland				Intersection	Valley Drive/Gould Avenue		
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach		
Date Performed	12/13/2015				Analysis Year	2019 With Project		
Analysis Time Period	PM Peak Half Hour							
Project ID North Elementary School								
East/West Street: Gould Avenue					North/South Street: Valley Drive			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	13	179	20		77	165	51	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	27	25		61	137	12	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	L	TR	LT	R	LTR	
PHF	0.50	0.50	0.50	0.50	0.50	0.50	0.50	
Flow Rate (veh/h)	384	40	154	432	64	50	420	
% Heavy Vehicles	0	0	0	0	0	0	0	
No. Lanes	2		2		2		1	
Geometry Group	5		5		5		4b	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1	0.0	1.0	0.0	0.2	0.0	0.3	
Prop. Right-Turns	0.0	1.0	0.0	0.2	0.0	1.0	0.1	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.5	0.5	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0	-0.7	0.5	-0.2	0.1	-0.7	0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20	3.20	3.20	3.20	3.20	3.20	3.20	
x, initial	0.34	0.04	0.14	0.38	0.06	0.04	0.37	
hd, final value (s)	8.02	7.27	8.33	7.65	9.29	8.49	7.81	
x, final value	0.86	0.08	0.36	0.92	0.17	0.12	0.91	
Move-up time, m (s)	2.3		2.3		2.3		2.3	
Service Time, t _s (s)	5.7	5.0	6.0	5.3	7.0	6.2	5.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	443	290	404	468	314	300	457	
Delay (s/veh)	42.59	10.60	15.57	50.95	13.82	12.32	50.43	
LOS	E	B	C	F	B	B	F	
Approach: Delay (s/veh)	39.57		41.65		13.16		50.43	
LOS	E		E		B		F	
Intersection Delay (s/veh)	41.36							
Intersection LOS	E							

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			

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 + Project		
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)	30	108			230	86	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	60	216	0	0	460	172	
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)	13		7				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0	14	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)	60						40
C (m) (veh/h)	954						351
v/c	0.06						0.11
95% queue length	0.20						0.38
Control Delay (s/veh)	9.0						16.6
LOS	A						C
Approach Delay (s/veh)	--	--				16.6	
Approach LOS	--	--				C	

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	2019 Without Project			
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	101			232	10			
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50			
Hourly Flow Rate, HFR (veh/h)	10	202	0	0	464	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)	1082						450		
v/c	0.01						0.07		
95% queue length	0.03						0.21		
Control Delay (s/veh)	8.4						13.6		
LOS	A						B		
Approach Delay (s/veh)	--	--				13.6			
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	2019 With Project		
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)	30	109			232	86	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	60	218	0	0	464	172	
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)	13		7				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0	14	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)	60						40
C (m) (veh/h)	951						349
v/c	0.06						0.11
95% queue length	0.20						0.38
Control Delay (s/veh)	9.0						16.6
LOS	A						C
Approach Delay (s/veh)	--	--				16.6	
Approach LOS	--	--				C	

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	PM 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	45			190	10		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	10	90	0	0	380	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)	5		10					
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	0	20	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)	1162						605	
v/c	0.01						0.05	
95% queue length	0.03						0.16	
Control Delay (s/veh)	8.1						11.3	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.3		
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 + Project		
Analysis Time Period	PM 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)	16	50			190	42	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	32	100	0	0	380	84	
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)	7		12				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	14	0	24	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)	32						38
C (m) (veh/h)	1100						552
v/c	0.03						0.07
95% queue length	0.09						0.22
Control Delay (s/veh)	8.4						12.0
LOS	A						B
Approach Delay (s/veh)	--	--				12.0	
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	2019 Without Project			
Analysis Time Period	PM 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	46			192	10		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	10	92	0	0	384	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)	5		10					
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	10	0	20	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)	1158						601	
v/c	0.01						0.05	
95% queue length	0.03						0.16	
Control Delay (s/veh)	8.1						11.3	
LOS	A						B	
Approach Delay (s/veh)	--	--				11.3		
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	2019 With Project		
Analysis Time Period	PM 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)	16	51			192	42	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	32	102	0	0	384	84	
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)	7		12				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	14	0	24	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)	32						38
C (m) (veh/h)	1096						549
v/c	0.03						0.07
95% queue length	0.09						0.22
Control Delay (s/veh)	8.4						12.0
LOS	A						B
Approach Delay (s/veh)	--	--				12.0	
Approach LOS	--	--				B	

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 12
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/24th Street			
Agency/Co.	Hermosa Beach City School Dist			Jurisdiction	City of Hermosa Beach			
Date Performed	12/13/2015			Analysis Year	2018 Existing + Project			
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)	40	140			239	5		
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50		
Hourly Flow Rate, HFR (veh/h)	80	280	0	0	478	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)	20		80					
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00		
Hourly Flow Rate, HFR (veh/h)	40	0	160	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)	80						200	
C (m) (veh/h)	1076						475	
v/c	0.07						0.42	
95% queue length	0.24						2.06	
Control Delay (s/veh)	8.6						18.0	
LOS	A						C	
Approach Delay (s/veh)	--	--				18.0		
Approach LOS	--	--				C		

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	2019 Without Project		
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	91			237	5	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	30	182	0	0	474	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)	1080						475
v/c	0.03						0.15
95% queue length	0.09						0.51
Control Delay (s/veh)	8.4						13.9
LOS	A						B
Approach Delay (s/veh)	--	--				13.9	
Approach LOS	--	--				B	

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	2019 With Project		
Analysis Time Period	AM Peak 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)	40	141			241	5	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	80	282	0	0	482	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)	20		80				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	40	0	160	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)	80						200
C (m) (veh/h)	1073						472
v/c	0.07						0.42
95% queue length	0.24						2.08
Control Delay (s/veh)	8.6						18.1
LOS	A						C
Approach Delay (s/veh)	--	--				18.1	
Approach LOS	--	--				C	

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	PM 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)	5	35			185	10	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	10	70	0	0	370	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		15				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	20	0	30	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						50
C (m) (veh/h)	1170						610
v/c	0.01						0.08
95% queue length	0.03						0.27
Control Delay (s/veh)	8.1						11.4
LOS	A						B
Approach Delay (s/veh)	--	--				11.4	
Approach LOS	--	--				B	

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 + Project		
Analysis Time Period	PM 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)	16	57			189	10	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	32	114	0	0	378	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)	13		50				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0	100	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)	32						126
C (m) (veh/h)	1162						606
v/c	0.03						0.21
95% queue length	0.08						0.78
Control Delay (s/veh)	8.2						12.5
LOS	A						B
Approach Delay (s/veh)	--	--				12.5	
Approach LOS	--	--				B	

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	2019 Without Project		
Analysis Time Period	PM 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)	5	35			187	10	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	10	70	0	0	374	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		15				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	20	0	30	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						50
C (m) (veh/h)	1166						607
v/c	0.01						0.08
95% queue length	0.03						0.27
Control Delay (s/veh)	8.1						11.5
LOS	A						B
Approach Delay (s/veh)	--	--				11.5	
Approach LOS	--	--				B	

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	2019 With Project		
Analysis Time Period	PM 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)	16	57			191	10	
Peak-Hour Factor, PHF	0.50	0.50	1.00	1.00	0.50	0.50	
Hourly Flow Rate, HFR (veh/h)	32	114	0	0	382	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)	13		50				
Peak-Hour Factor, PHF	0.50	1.00	0.50	1.00	1.00	1.00	
Hourly Flow Rate, HFR (veh/h)	26	0	100	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)	32						126
C (m) (veh/h)	1158						603
v/c	0.03						0.21
95% queue length	0.09						0.78
Control Delay (s/veh)	8.2						12.5
LOS	A						B
Approach Delay (s/veh)	--	--					12.5
Approach LOS	--	--					B