

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			

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	R Garland				Intersection	Valley Drive/24th Place			
Agency/Co.	Hermosa Beach City School Dist				Jurisdiction	City of Hermosa Beach			
Date Performed	5/7/18				Analysis Year	2018 Existing			
Analysis Time Period	AM Peak Half Hour								
Project ID North Elementary School									
East/West Street: 24th Place					North/South Street: Valley Drive				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	10	0	10		0	0	0		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	10	95	0		0	230	5		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LR				LT		TR		
PHF	0.50				0.50		0.50		
Flow Rate (veh/h)	40				210		470		
% Heavy Vehicles	0				0		0		
No. Lanes	1		0		1		1		
Geometry Group	1				1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.5				0.1		0.0		
Prop. Right-Turns	0.5				0.0		0.0		
Prop. Heavy Vehicle	0.0				0.0		0.0		
hLT-adj	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	
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7	
hadj, computed	-0.2				0.0		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20				3.20		3.20		
x, initial	0.04				0.19		0.42		
hd, final value (s)	5.17				4.50		4.22		
x, final value	0.06				0.26		0.55		
Move-up time, m (s)	2.0				2.0		2.0		
Service Time, t _s (s)	3.2				2.5		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	290				460		720		
Delay (s/veh)	8.49				9.09		12.28		
LOS	A				A		B		
Approach: Delay (s/veh)	8.49				9.09		12.28		
LOS	A				A		B		
Intersection Delay (s/veh)	11.14								
Intersection LOS	B								