Appendix H

Traffic Impact Analysis

Thousand Oaks Ranch Traffic Impact Analysis

Draft Report

January 11, 2022

Submitted to:

City of Thousand Oaks

11406 | Prepared by **Iteris, Inc.**

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1.0 INTRODUCTION

This report summarizes the results of a traffic impact analysis for the proposed Thousand Oaks Ranch project located at 325 Hampshire Road in the City of Thousand Oaks. This report provides detailed information regarding data collection, traffic analysis methodology, traffic analysis findings, and project impact conclusions. The traffic analysis evaluates the potential impact of project-related trips on the circulation network in both existing and future year conditions.

1.1 Project Description

The project site is located at 325 Hampshire Road in the City of Thousand Oaks. The proposed project consists of 420 residential apartments/townhomes and 15,000 square feet of commercial/retail development. The project site is mostly vacant since the closure of the Kmart department store in 2006. Vehicle access to the site would be provided at three driveways along Hampshire Road and one driveway along Foothill Drive. **Figure 1** illustrates the proposed project site plan. The land uses in the vicinity of the site include residential, commercial, industrial, daycare, medical, and utility uses.

1.2 Study Area

The proposed study area for analysis includes the following eight (8) intersections in the vicinity of the project site:

1. Conejo School Road/Thousand Oaks Boulevard;
2. Skyline Drive/Thousand Oaks Boulevard;
3. Hampshire Road/Thousand Oaks Boulevard;
4. Hampshire Road/US-101 Northbound Ramps;
5. Hampshire Road/US-101 Southbound Ramps;
6. Hampshire Road/Willow Lane;
7. Hampshire Road/Foothill Drive; and
8. Hampshire Road/Westlake Boulevard.

The study intersections for analysis were selected in conjunction with the City of Thousand Oaks, and are based on the expected distribution of project-generated trips, which typically utilize higher capacity roadways. The project site location and proposed study intersections are shown in **Figure 2**.

Figure 1
Project Site Plan

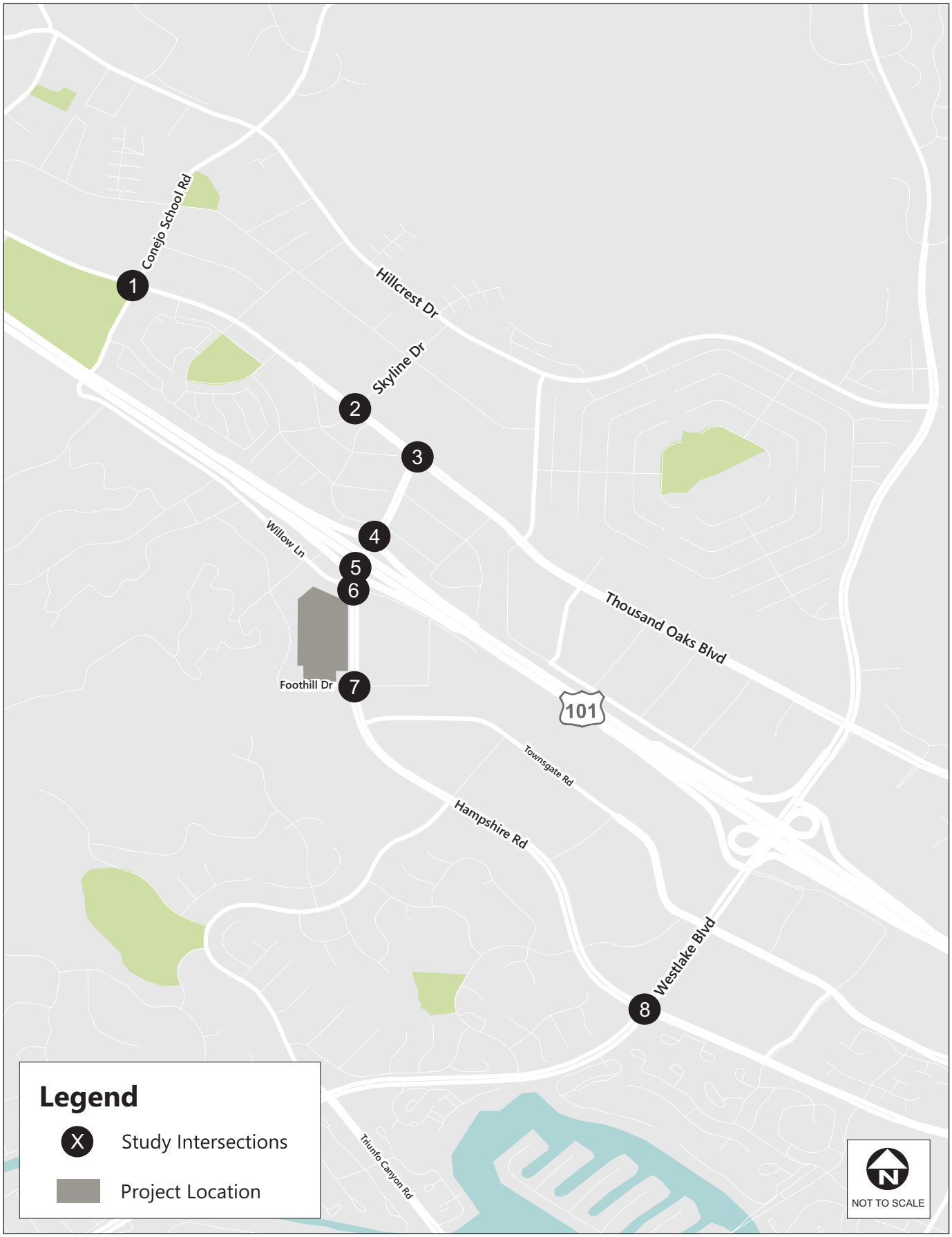

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Figure 2
Project Location and Study Intersections

1.3 Study Periods

Traffic operations were evaluated for each of the following scenarios during the weekday a.m. (7:00 – 9:00) and p.m. (4:00 – 6:00) peak hours:

- Existing Conditions;
- Existing Plus Project Conditions;
- Buildout Year Without Project Conditions; and
- Buildout Year With Project Conditions.

The study area and study periods were confirmed with City staff.

2.0 ENVIRONMENTAL SETTING

This section presents an overview of the existing roadway network within the study area and the methodology used to determine existing traffic volumes.

2.1 Roadway Configurations

The existing configurations of the significant roadways within the study area are described below:

- ***Hampshire Road*** is a four to six-lane divided roadway within the study area, generally oriented in a north-south direction, providing access to US-101 as well as direct access to the project site. On-street parking is generally prohibited in the study area. The roadway's speed limit in the study area varies between 35 and 45 mph.

- ***Thousand Oaks Boulevard*** is a four-lane-divided roadway with a two-way left-turn median, oriented in a northwest-southeast direction, parallel to US-101 within the study area. The roadway has a posted speed limit of 35 mph and allows for on-street parking.

- ***Conejo School Road*** is a two-lane north-south collector street that intersects Thousand Oaks Boulevard at a signalized intersection. The speed limit of Conejo School Road is 35 mph to the south of Thousand Oaks Boulevard and 30 mph to the north.

- ***Skyline Drive*** is a two-lane roadway that intersects Thousand Oaks Boulevard in a north-south direction at a signalized intersection. The roadway's posted speed limit is 30 mph and on-street parking is permitted.

- ***Willow Lane*** is a two-lane undivided roadway, oriented in a northwest-southeast direction, running parallel to US-101 within the study area. The roadway's posted speed limit is 40 mph and on-street parking is permitted within the residential area south of Skyline Drive.

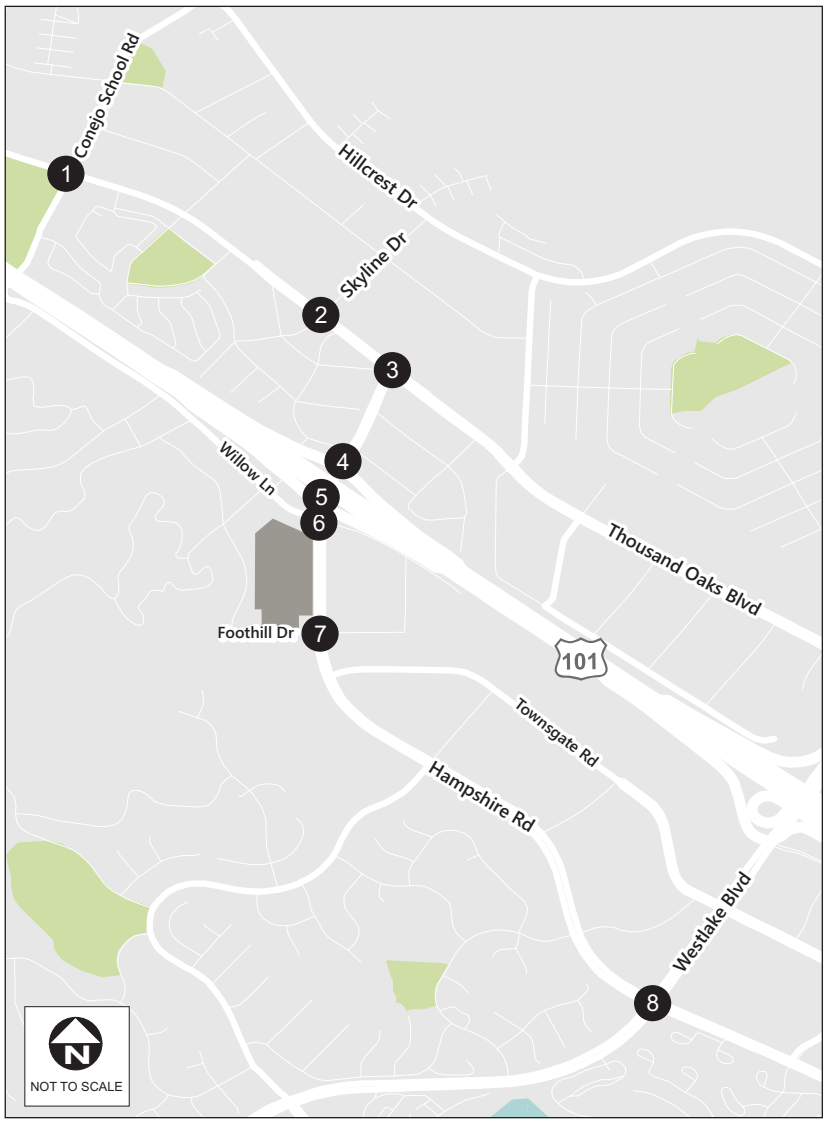
- ***Foothill Drive*** is two-lane undivided local roadway, running in an east-west orientation, providing access to the project site along the south end. Within the study area, on-street parking is provided on both sides of the street. The roadway's posted speed limit is 25 mph.

- ***Westlake Boulevard*** is a six-lane divided roadway, oriented mostly north-south, providing access to US-101. The roadway is designated as State Route 23 south of US-101 and has a posted speed limit of 40 mph. Within the study area, the roadway includes Class II bike lanes in both directions.

2.2 Existing Traffic Volumes

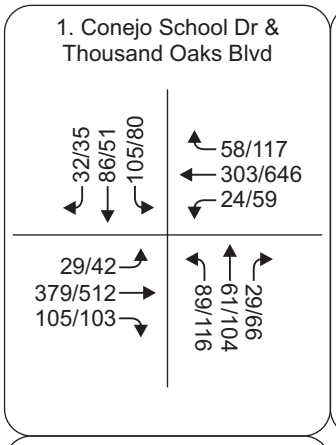
Existing traffic volumes at the eight intersections were collected in September 2021, on a typical weekday with local schools in session (in-person), and avoiding any holiday-related shifts in traffic patterns. The traffic impact analysis is based on the highest single hour of traffic during each time period at each location. At three of the study intersections, the traffic counts collected in September 2021 were compared to pre-Covid traffic counts to determine whether adjustments would be warranted to account for reduced commuting levels. Based on the comparison, the September 2021 counts in the a.m. peak hour did not require adjustment, while the p.m. peak hour counts were increased by 8.5 percent.

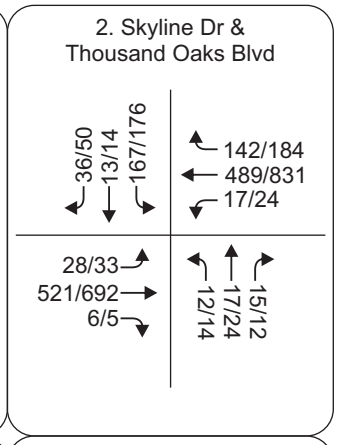
Detailed vehicle turning movement data are included in **Appendix A**. **Figure 3** shows the existing peak hour volumes at the study intersections.

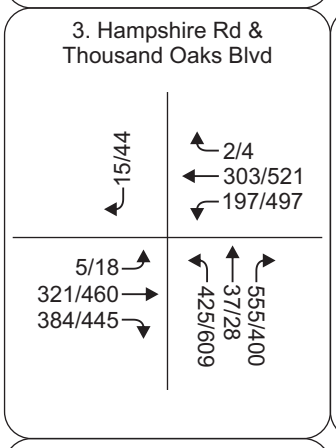


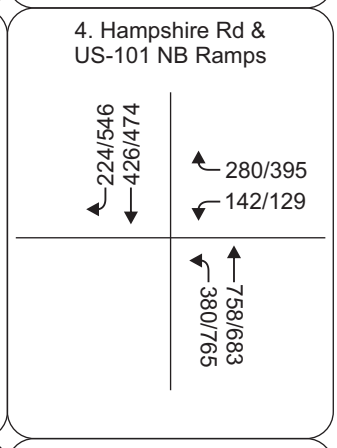
Legend

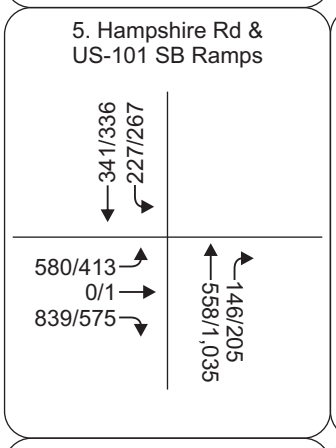
- X — Study Intersection
- Project Location
- XX/XX — AM/PM Peak Hour Volumes

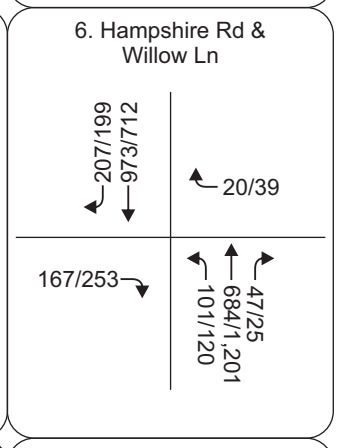


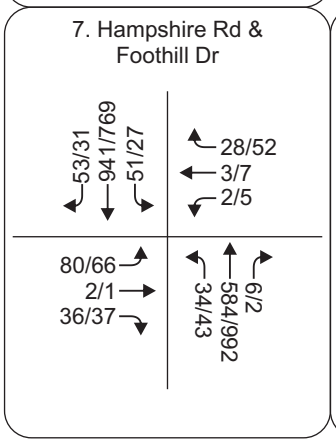












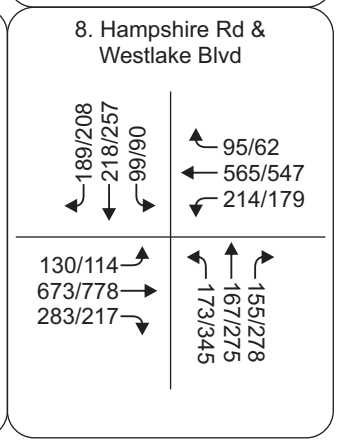


Figure 3
Existing Peak Hour Intersection Volumes

3.0 TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Intersections are typically considered to represent the most critical locations for traffic flow bottlenecks and general congestion on roadways. Conflicting traffic movements are created at intersections since the right-of-way must be shared by opposing traffic streams. For purposes of this study, intersection level of service (LOS) is measured to determine the peak hour operating conditions at the study intersections.

In this report, analysis of traffic operations was utilizing both the Intersection Capacity Utilization (ICU) method and the Highway Capacity Manual (HCM) method. The ICU methodology uses a volume-to-capacity (V/C) ratio metric while the HCM method defines LOS by the average vehicle delay experienced by all vehicles traveling through the intersection. **Table 1** presents a brief description of each level of service letter grade, as well as the range of V/C ratios and delay per vehicle associated with each grade, for the two methods.

Table 1: Intersection Level of Service Definitions – ICU and HCM Methods

Level Of Service	Description	Intersection Volume to Capacity (V/C) Ratio	HCM Signalized Intersection Delay (seconds per vehicle)	HCM Unsignalized Intersection Delay (seconds per vehicle)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	0.00-0.60	≤ 10	≤ 10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>0.60-0.70	>10 and ≤ 20	>10 and ≤ 15
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>0.70-0.80	>20 and ≤ 35	>15 and ≤ 25
D	Fair operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long-standing traffic queues.	>0.80-0.90	>35 and ≤ 55	>25 and ≤ 35
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	>0.90-1.00	>55 and ≤ 80	>35 and ≤ 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	> 1.00	> 80	> 50

Within the study area, the City defines LOS C or better as acceptable during peak hours, with the exception of the intersections along Thousand Oak Boulevard where LOS D is considered acceptable.

3.1 Thresholds of Significance

Based on the City's guidelines, a significant project impact is defined as an increase in an intersection's V/C ratio of two percent (2%) or greater, when an intersection is operating at its acceptable LOS (C or D) or worse in existing or pre-project conditions.

4.0 EXISTING CONDITIONS

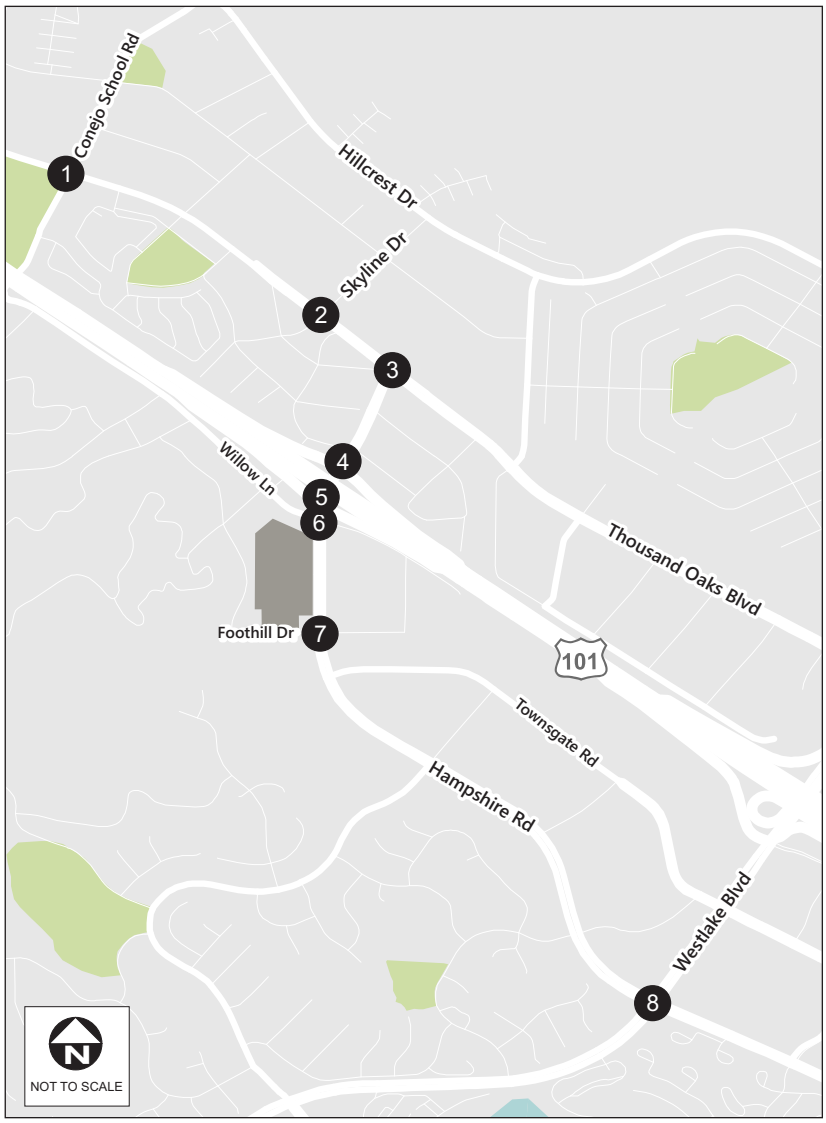
A level of service analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours at the study intersections. **Figure 4** shows the existing intersection lane configurations. **Table 2** summarizes the existing LOS at the study intersections. LOS calculation sheets are provided in **Appendix B**.

Table 2: Existing Peak Hour Intersection LOS

Intersection		Traffic Control	AM Peak Hour			PM Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	signalized	0.250	10.3	B	0.354	11.2	B
2	Skyline Dr/Thousand Oaks Blvd	signalized	0.336	3.3	A	0.468	3.7	A
3	Hampshire Rd/Thousand Oaks Blvd	signalized	0.669	17.0	B	0.716	20.0	B
4	Hampshire Rd/US-101 NB Ramps	signalized	0.496	14.4	B	0.916	**57.1**	**E**
5	Hampshire Rd/US-101 SB Ramps	signalized	0.585	19.9	B	0.609	22.3	C
6	Hampshire Rd/Willow Ln	stop-control	N/A	22.3	C	N/A	28.3	D
7	Hampshire Rd/Foothill Dr	signalized	0.358	6.4	A	0.336	6.6	A
8	Hampshire Rd/Westlake Blvd	signalized	0.585	28.2	C	**0.693**	**42.5**	**D**

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.
Intersection delay is based on HCM methodology.

As shown in **Table 2**, the signalized study intersections are currently operating at LOS C or better, with the exception of the Hampshire Road/US-101 Northbound Ramps (p.m. peak hour) and Hampshire Road/Westlake Boulevard (p.m. peak hour) intersections.



Legend

- Study Intersection
- Project Location
- Stop-Controlled Intersection
- Signalized Intersection

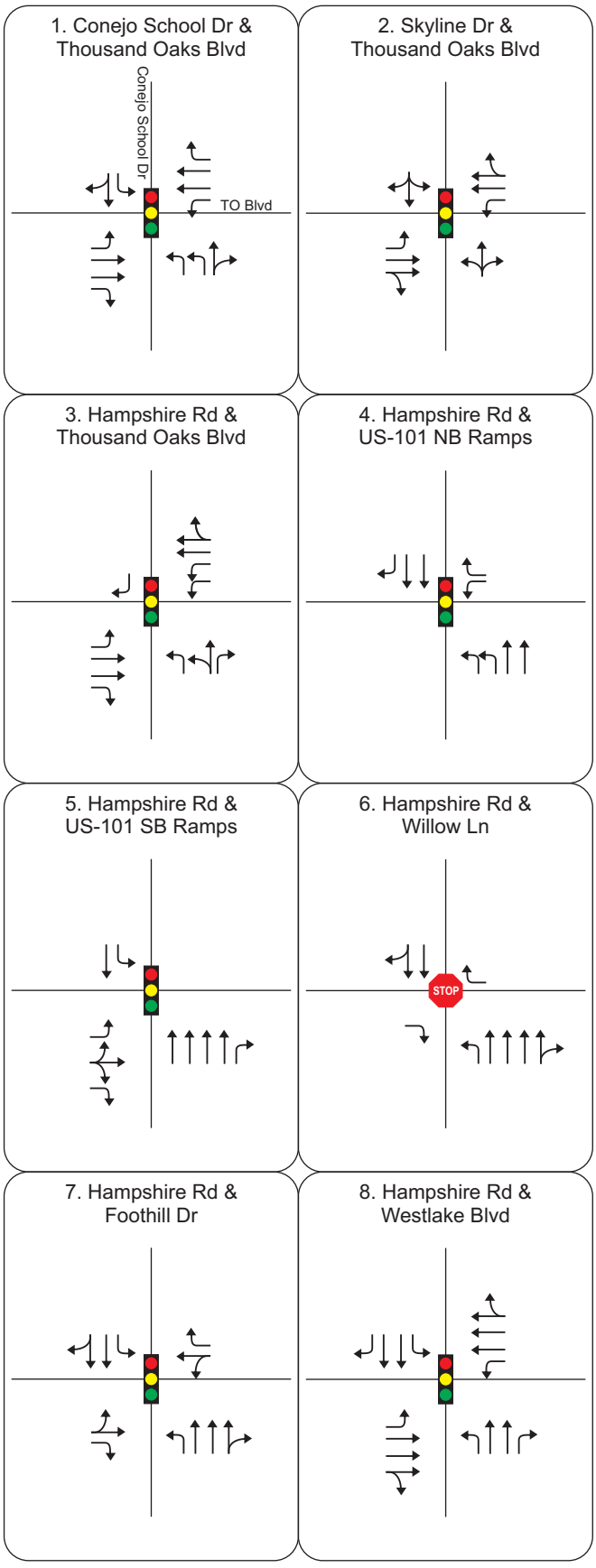


Figure 4
Existing Lane Configurations

5.0 PROPOSED PROJECT TRAFFIC

The first step in analyzing the traffic conditions with the project is to estimate the number of new trips expected to be generated by the proposed project. The proposed consists of 420 residential apartments/townhomes and 15,000 square feet of commercial/retail development. The project site is currently vacant. Vehicle access to the site would be provided at three driveways along Hampshire Road and one driveway along Foothill Road. This section describes the methodology used to determine project trip generation and the distribution of project traffic within the study area. The "With Project" conditions were analyzed based on an estimate of the number of new trips generated by the project. Trip generation rates for the proposed project were calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, using the following land use codes:

- Multifamily Housing – Low-Rise (ITE Code 220); and
- Shopping Center (ITE Code 820).

5.1 Project Trip Generation

The number of trips forecast to be generated by the proposed development was calculated by multiplying the trip generation rates by the proposed number of units and square footage in the project. In addition, based on the mixed-use nature of the site, an internal trip capture reduction was applied to account for non-vehicle (i.e., walking) trips that would occur between the residential and retail uses. The result of this calculation is shown in **Table 3**.

Table 3: Project Trip Generation

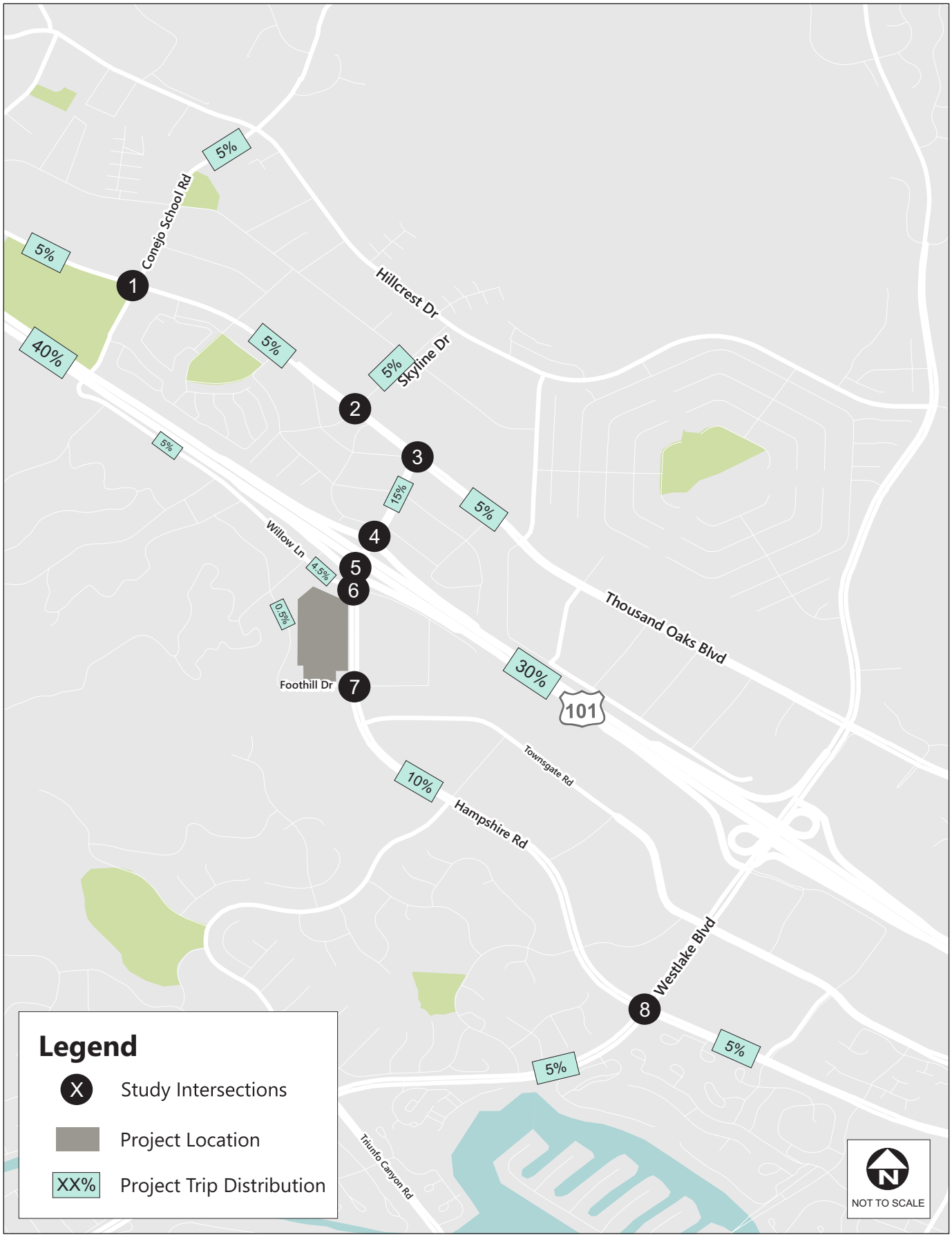
Land Use (ITE Code)	Size	Trip Generation Rates							Trip Generation						
		AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour			Daily
		In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total	
Multifamily Housing - Low-Rise (220)	420 units	23%	77%	0.46	63%	37%	0.56	7.32	44	149	193	148	87	235	3,074
Shopping Center (820)	15.000 tsf	62%	38%	0.94	48%	52%	3.81	37.75	9	5	14	27	30	57	566
Sub-total									*53*	*154*	*207*	*175*	*117*	*292*	*3,640*
Internal Trip Capture Reduction (10%)									-5	-15	-20	-18	-12	-30	-57
Total									**48**	**139**	**187**	**157**	**105**	**262**	**3,583**

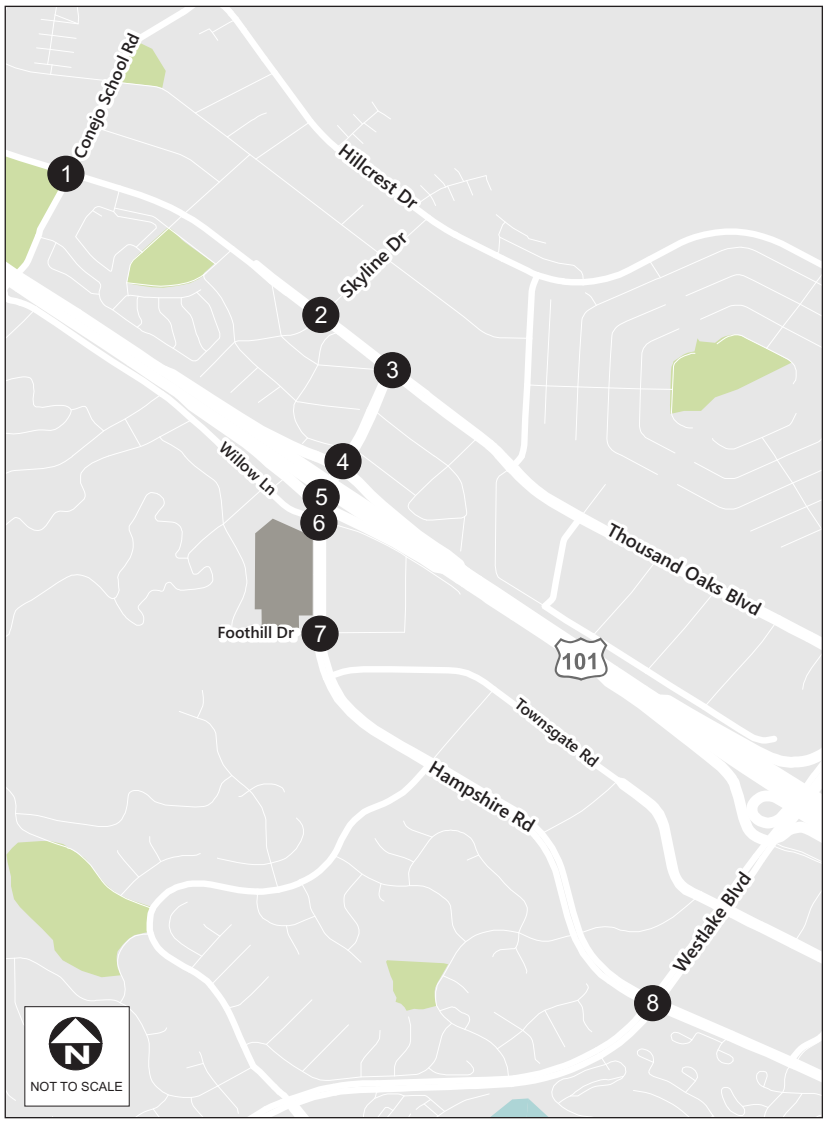
Source: *ITE Trip Generation Manual, 10th Edition*.

As shown, the proposed project is forecast to generate approximately 187 a.m. peak hour trips, 262 p.m. peak hour trips, and 3,583 daily trips.

5.2 Project Trip Distribution and Assignment

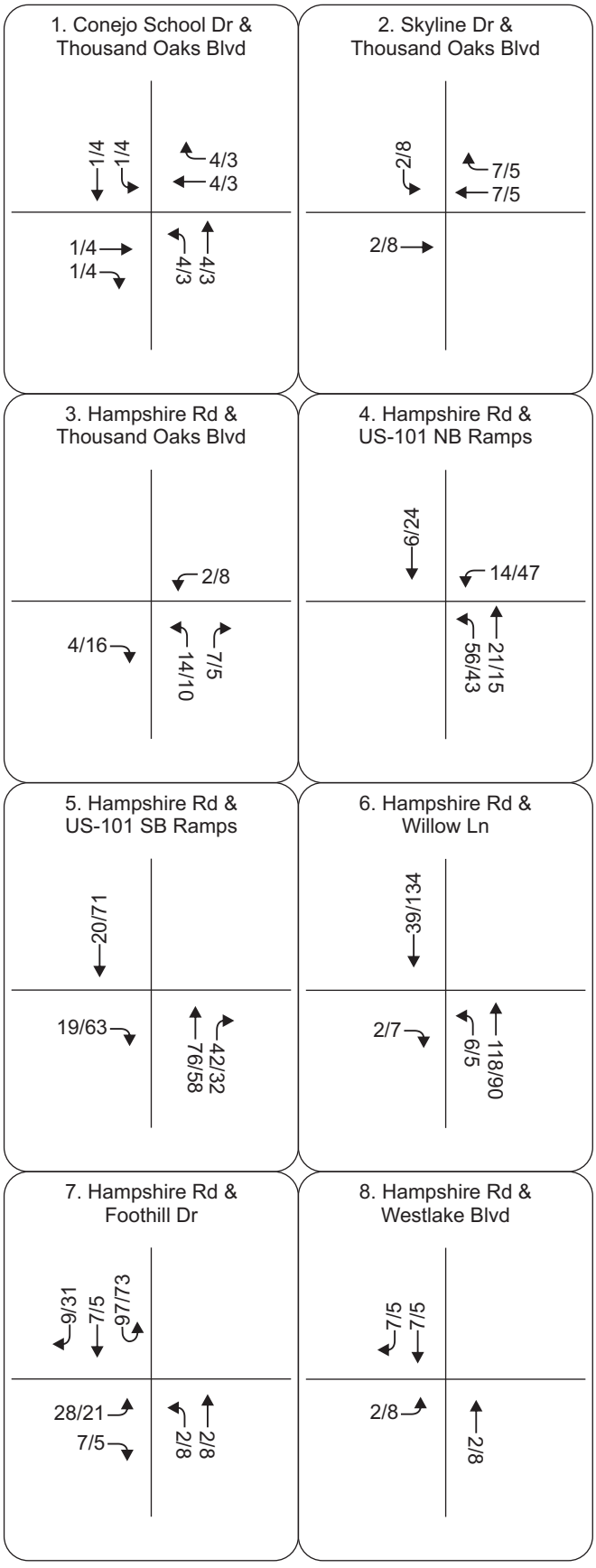
Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. The project trip distribution is shown in **Figure 5**. The new trips generated by the project are then assigned to the surrounding roadway system based on the distribution patterns to estimate the project-related peak-hour traffic at each of the study intersections. **Figure 6** illustrates the proposed project trip assignment onto the roadway network during the a.m. and p.m. peak hours.


Conejo School Rd
Hillcrest Dr
Skyline Dr
Willow Ln
Foothill Dr
Thousand Oaks Blvd
101
Townsgate Rd
Hampshire Rd
Westlake Blvd
Triunfo Canyon Rd
5%
40%
15%
4.5%
0.5%
30%
10%
1
2
3
4
5
6
7
8
Legend
Study Intersections
Project Location
XX%
Project Trip Distribution
N
NOT TO SCALE



Legend

- X — Study Intersection
- Project Location
- XX/XX — AM/PM Peak Hour Volumes



6.0 EXISTING PLUS PROJECT CONDITIONS

Existing plus project conditions were developed by adding trips generated by the proposed project to existing volumes. **Figure 7** illustrates the existing plus project traffic volumes at the study intersections.

6.1 Existing Plus Project Intersection Levels of Service

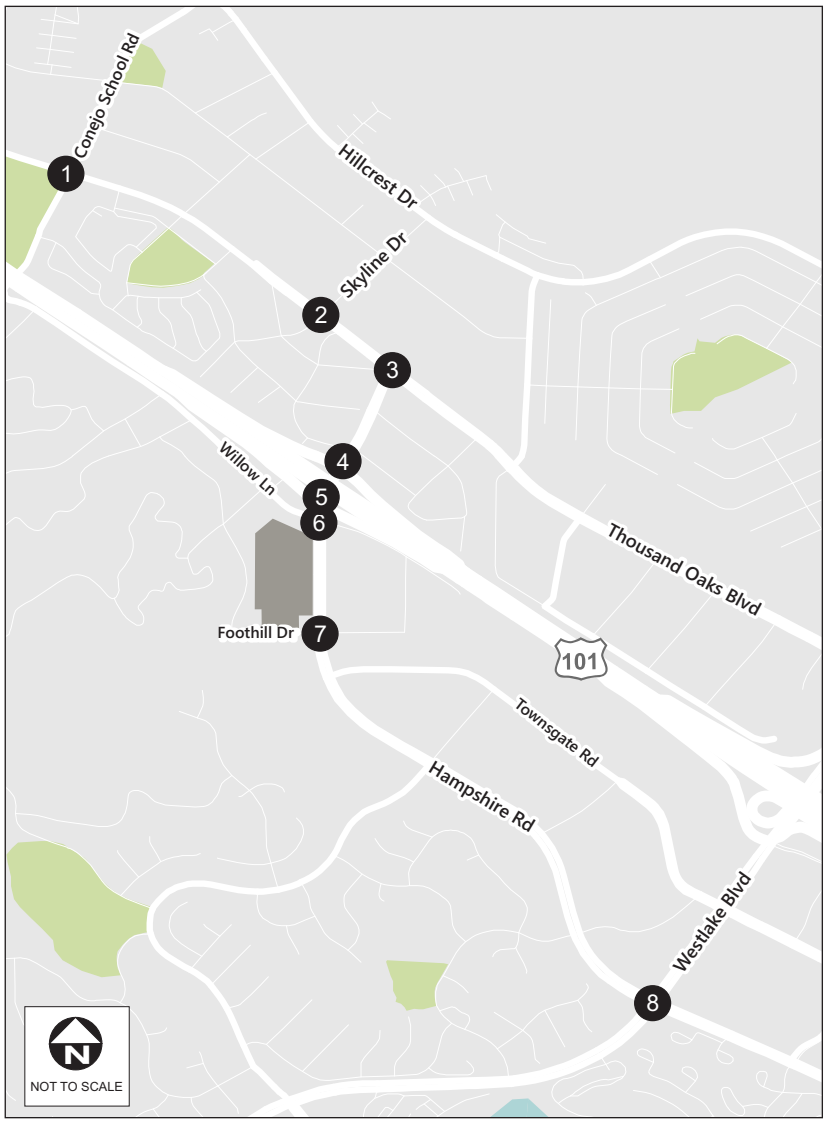
A level of service analysis was conducted to evaluate existing plus project intersection operations during the a.m. and p.m. peak hours at the study intersections. **Table 4** summarizes the existing plus project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 4: Existing Plus Project Peak Hour Intersection LOS

	Intersection	Existing Conditions						Existing Plus Project Conditions						Change in AM V/C	Change in PM V/C
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour				
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS		
1	Conejo School Rd/ Thousand Oaks Blvd	0.250	10.3	B	0.354	11.2	B	0.253	10.4	B	0.360	11.4	B	0.003	0.006
2	Skyline Dr/ Thousand Oaks Blvd	0.336	3.3	A	0.468	3.7	A	0.342	3.3	A	0.477	3.7	A	0.006	0.009
3	Hampshire Rd/ Thousand Oaks Blvd	0.669	17.0	B	0.716	20.0	B	0.676	17.3	B	0.731	21.0	C	0.007	0.015
4	Hampshire Rd/ US-101 NB Ramps	0.496	14.4	B	0.916	**57.1**	**E**	0.515	15.0	B	0.930	**58.9**	**E**	0.019	0.014
5	Hampshire Rd/ US-101 SB Ramps	0.585	19.9	B	0.609	22.3	C	0.618	21.7	C	0.635	23.8	C	0.033	0.026
6	Hampshire Rd/ Willow Ln	N/A	22.3	C	N/A	28.3	D	N/A	23.4	C	N/A	**38.7**	**E**	-	-
7	Hampshire Rd/ Foothill Dr	0.358	6.4	A	0.336	6.6	A	0.386	7.3	A	0.372	7.7	A	0.028	0.036
8	Hampshire Rd/ Westlake Blvd	0.585	28.2	C	**0.693**	**42.5**	**D**	0.590	28.6	C	**0.697**	**44.1**	**D**	0.005	0.004

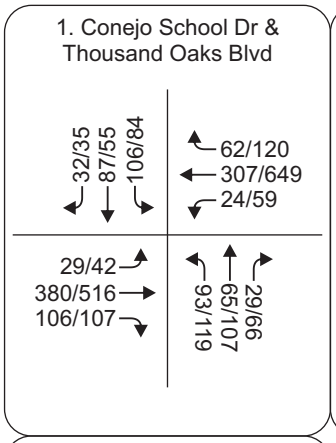
Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

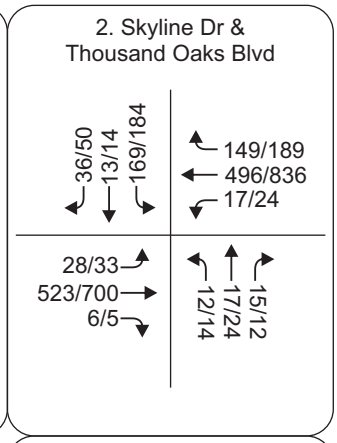
As shown in **Table 4**, the proposed project is anticipated to increase vehicle delay at the Hampshire Road/US-101 Northbound Ramps intersection, which is currently operating at LOS E, though the increase in V/C ratio would be below 2%. The proposed project is anticipated to increase the V/C ratio at the Hampshire Road/US-101 Southbound Ramps intersection by more than 2%, though the intersection would still operate at LOS C. At the Hampshire Road/Willow Lane intersection, the vehicle delay is shown for the worst-case stop-controlled movement only, as the majority of traffic through the intersection (north-south) is free-flow. A more detailed analysis of this intersection is provided later in this report.

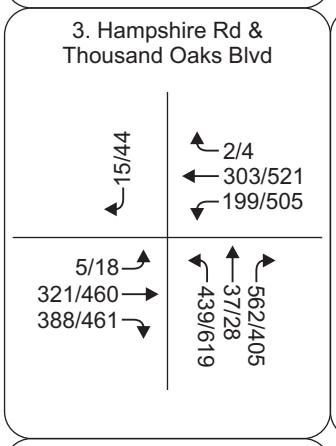


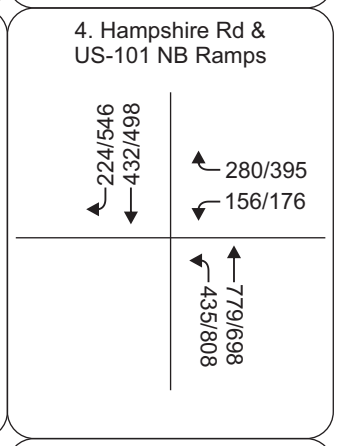
Legend

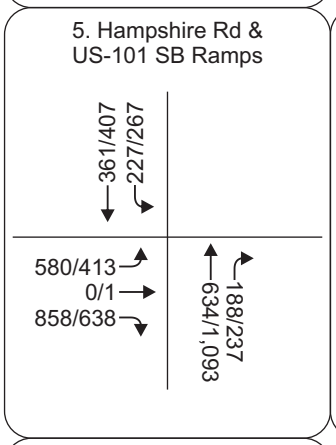
- X — Study Intersection
- Project Location
- XX/XX — AM/PM Peak Hour Volumes

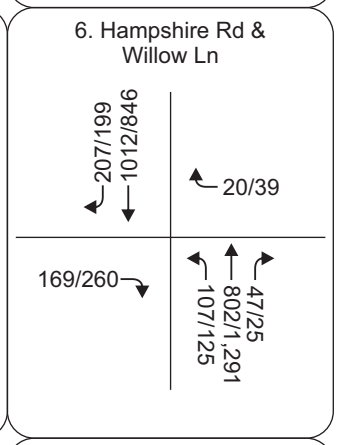


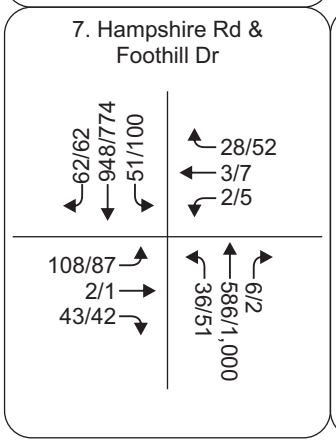


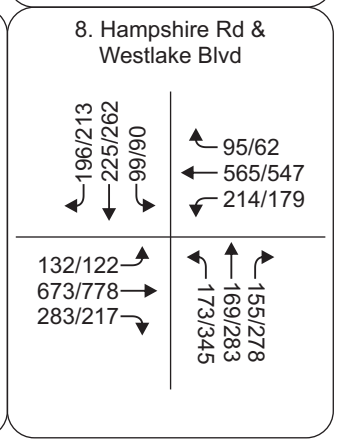












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Thousand Oaks Ranch
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Figure 7
Existing Plus Project Peak Hour Intersection Volumes

7.0 BUILDOUT YEAR WITHOUT PROJECT CONDITIONS

This section analyzes buildout year traffic conditions without the proposed project. Buildout year without project traffic volumes were developed by considering traffic increases due to specific, planned or approved development projects in the study area, without consideration of the proposed project.

Cumulative project traffic growth is growth due to specific, known development projects in the area surrounding the study locations that may affect traffic circulation. A list of cumulative projects within the region was provided by the City of Thousand Oaks, as shown in **Table 5**. Detailed trip generation data for these cumulative projects is provided in **Appendix C**. Trip distribution for the cumulative projects were assigned depending on the type of development, residential or non-residential, and location with respect to freeways and major arterials.

Table 5: Cumulative Projects

Location		Project Description	Land Use	Size
1	2382 Townsgate Rd	Sports training facility	Commercial	10.9 tsf
2	4500 E Thousand Oaks Blvd	Commercial office	Commercial	10.0 tsf
3	1140 E Thousand Oaks Blvd	Drive-thru restaurant	Commercial	0.153 tsf (net)
4	3839 Auto Mall Dr.	Auto Dealer	Commercial	120.217 tsf
5	95 Duesenberg Dr	Assisted Living	Institutional	77.096 tsf
6	1 Baxter Way	Multi-family residential	Residential	264 du
7	2200 E Thousand Oaks Blvd	Multi-family residential	Residential	165 du
8	1816 and 1818 Los Feliz Dr	Multi-family residential	Residential	16 du
9	500 E Thousand Oaks Blvd	Mixed-use	Mixed-use	300 du, 24.0 tsf commercial
10	515 E Thousand Oaks Blvd	Mixed use	Mixed-use	36 du 4.0 tsf commercial
11	1735 Los Feliz Dr	Multi-family residential	Residential	22 du
12	88 Long Ct	Multi-family residential	Residential	75 du
13	59 Moody Ct	Multi-family residential	Residential	4 du
14	APN 670-0-250-230 (Erbes/Copa)	Multi-family residential	Residential	30 du
15	974 Westlake Blvd	2-story building for a bank	Commercial	12.357 tsf

	Location	Project Description	Land Use	Size
16	111 Jensen Ct.	Multi-family residential	Residential	5 du
17	95 N. Oakview Dr.	Expansion to existing non-profit distribution center	Commercial	4.676 tsf
18	269-271 Erbes Rd.	Multi-family residential	Residential	81 du
19	2821 Los Robles Rd.	Multi-family residential	Residential	4 du
20	2080 E. Hillcrest Dr.	Single-family lots	Residential	10 du
21	N. side of Skyline Dr. (676-0-080-010,030,020, and 060)	Single-family residences	Residential	5 du
22	Willow Ln. and Skyline Dr. (676-0-121-080)	Single-family residences	Residential	3 du
23	384 Erbes Rd	Affordable Townhome residential development	Residential	70 du
24	2650 Willow Ln	Storage facility	Commercial	100.138 tsf

Note: du = dwelling unit, tsf = thousand square feet

Figure 8 shows the locations of the cumulative projects.

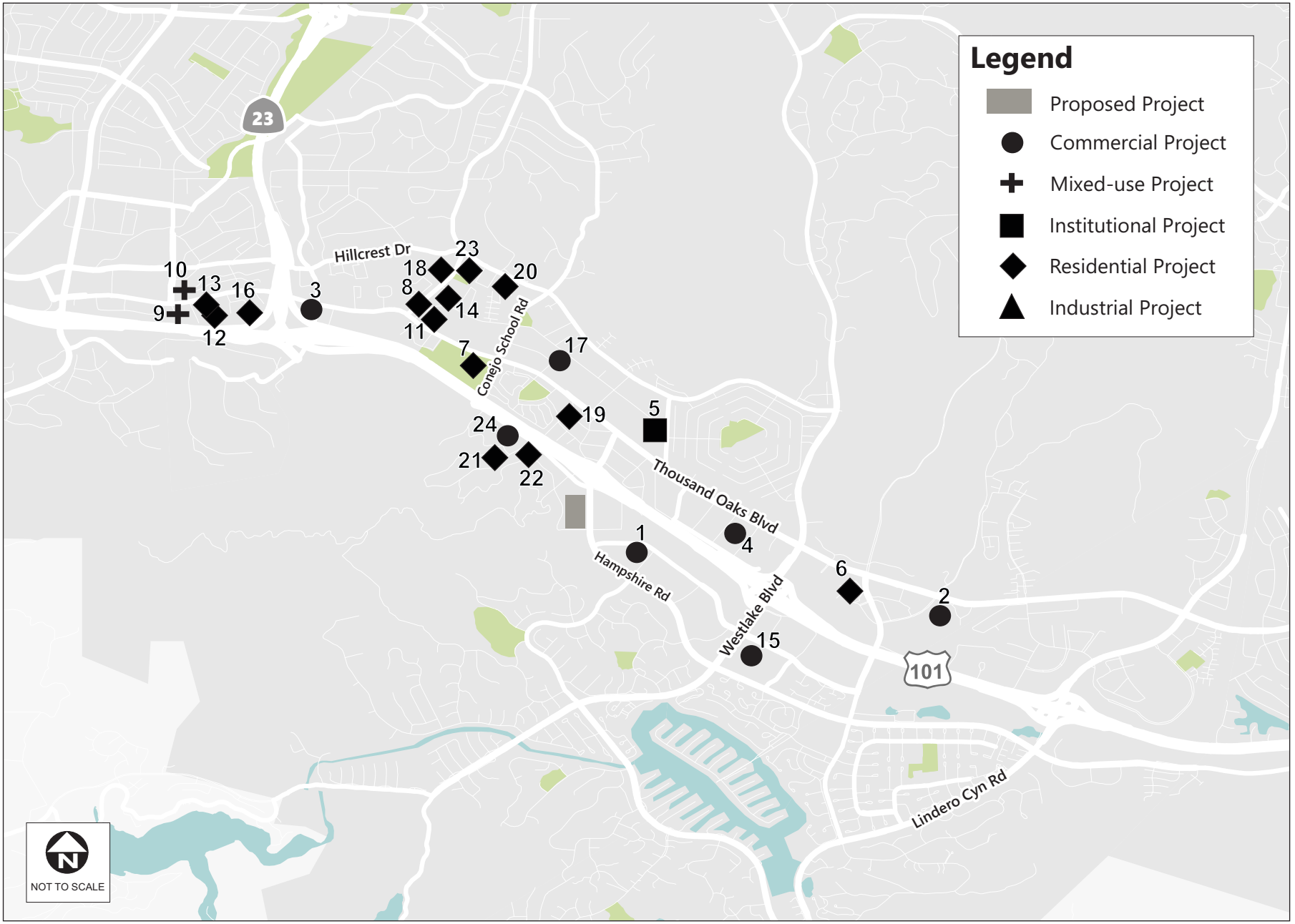


Figure 8
Cumulative Projects Locations

7.1 Buildout Year Without Project Intersection Levels of Service

A level of service analysis was conducted to evaluate buildout year without project intersection operations during the a.m. and p.m. peak hours. Buildout year without project peak hour volumes at the study intersections are provided in **Appendix D**. **Table 6** summarizes the buildout year without project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 6: Buildout Year Without Project Peak Hour Intersection LOS

Intersection		Traffic Control	AM Peak Hour			PM Peak Hour		
			V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	signalized	0.286	10.9	B	0.387	11.7	B
2	Skyline Dr/Thousand Oaks Blvd	signalized	0.348	3.4	A	0.498	3.8	A
3	Hampshire Rd/Thousand Oaks Blvd	signalized	0.691	18.0	B	0.735	21.2	C
4	Hampshire Rd/US-101 NB Ramps	signalized	0.508	14.9	B	**0.936**	**61.2**	**E**
5	Hampshire Rd/US-101 SB Ramps	signalized	0.601	20.8	C	0.624	23.3	C
6	Hampshire Rd/Willow Ln	stop-control	N/A	22.5	C	N/A	29.1	D
7	Hampshire Rd/Foothill Dr	signalized	0.363	6.4	A	0.343	6.6	A
8	Hampshire Rd/Westlake Blvd	signalized	0.585	28.2	C	**0.694**	**42.6**	**D**

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 6**, the signalized study intersections are forecast to operate at LOS C or better, with the exception of the Hampshire Road/US-101 Northbound Ramps (p.m. peak hour) and Hampshire Road/Westlake Boulevard (p.m. peak hour) intersections.

8.0 BUILDOUT YEAR WITH PROJECT CONDITIONS

Buildout year with project conditions were developed by adding trips generated by the proposed project to buildout year without project volumes. Buildout year with project traffic volumes at the study intersections are provided in **Appendix D**.

8.1 Buildout Year With Project Intersection Levels of Service

A level of service analysis was conducted to evaluate buildout year with project intersection operations during the a.m. and p.m. peak hours. **Table 7** summarizes the buildout year with project levels of service at the study intersections. Level of service calculation worksheets are included in **Appendix B**.

Table 7: Buildout Year With Project Peak Hour Intersection LOS

	Intersection	Buildout Year Without Project Conditions						Buildout Year with Project Conditions						Change in AM V/C	Change in PM V/C
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour				
		V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS	V/C	Delay (sec)	LOS		
1	Conejo School Rd/ Thousand Oaks Blvd	0.286	10.9	B	0.387	11.7	B	0.289	10.9	B	0.393	11.8	B	0.003	0.006
2	Skyline Dr/ Thousand Oaks Blvd	0.348	3.4	A	0.498	3.8	A	0.354	3.4	A	0.507	3.8	A	0.006	0.009
3	Hampshire Rd/ Thousand Oaks Blvd	0.691	18.0	B	0.735	21.2	C	0.699	18.3	B	0.750	22.4	C	0.008	0.015
4	Hampshire Rd/ US-101 NB Ramps	0.508	14.9	B	**0.936**	**61.2**	**E**	0.527	15.5	B	0.950	**63.1**	**E**	0.019	0.014
5	Hampshire Rd/ US-101 SB Ramps	0.601	20.8	C	0.624	23.3	C	0.635	22.7	C	0.650	24.9	C	0.034	0.026
6	Hampshire Rd/ Willow Ln	N/A	22.5	C	N/A	29.1	D	N/A	23.7	C	N/A	**39.9**	**E**	-	-
7	Hampshire Rd/ Foothill Dr	0.363	6.4	A	0.343	6.6	A	0.391	7.4	A	0.380	7.7	A	0.028	0.037
8	Hampshire Rd/ Westlake Blvd	0.585	28.2	C	**0.694**	**42.6**	**D**	0.590	28.6	C	**0.698**	**44.2**	**D**	0.005	0.004

Notes:
V/C = Volume to Capacity Ratio, LOS = Level of Service.

As shown in **Table 7**, the proposed project is anticipated to increase vehicle delay at the Hampshire Road/US-101 Northbound Ramps intersection, which is forecast to operate at LOS E in the "without project" conditions, though the increase in V/C ratio would be below 2%. The proposed project is anticipated to increase the V/C ratio at the Hampshire Road/US-101 Southbound Ramps intersection by more than 2%, though the intersection would still operate at LOS C. At the Hampshire Road/Willow Lane intersection, the vehicle delay is shown for the worst-case stop-controlled movement only, as the majority of traffic through the intersection (north-south) is free-flow. A more detailed analysis of this intersection is provided in the following section.

8.2 Hampshire/Willow Northbound Left-turn Analysis

As part of the data collection effort, the vehicle delay at the northbound left-turn movement of the Hampshire Road/Willow Lane intersection was evaluated. The peak hour traffic count video footage was reviewed to observe the current average vehicle delay of vehicles turning left at the uncontrolled movement. These left-turning vehicles must wait for adequate gaps in southbound Hampshire Road traffic in order to safely complete the left turn. The gaps are affected by the close proximity of the US-101 Southbound Off-ramp's right-turning vehicles (where a right-turn on red is permitted). The left-turn pocket has a storage length of approximately 150 feet, which is long enough to accommodate a queue of roughly 6 or 7 vehicles. The results of the observation are described as follows:

- During the peak a.m. 15-minute period (8:30 to 8:45 a.m.), 25 northbound left-turning vehicles were observed. The average delay experienced by these vehicles was approximately 35 seconds.
- During the peak p.m. 15-minute period (5:00 to 5:15 p.m.), 31 northbound left-turning vehicles were observed. The average delay experienced by these vehicles was approximately 12 seconds.

In both periods, there were no observations of excessive left-turn queuing. Based on the anticipated trip distribution and assignment of proposed project trips, approximately 6 a.m. and 5 p.m. peak hour trips would be added to this movement. While these additional trips may increase the vehicle delay at this movement, as described in the LOS analysis, the effect is not anticipated to result in queue spillback outside of the 150-foot long left-turn lane (based on the visual observation of current traffic conditions).

9.0 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) TRANSPORTATION ANALYSIS

This section presents the California Environmental Quality Act (CEQA) transportation analysis of the proposed project.

9.1 Background

CEQA analysis for determining potential significant transportation impacts from vehicle traffic transitioned from an automobile delay or capacity measure to a Vehicle Miles Traveled (VMT) metric in July 2020, as required by Senate Bill (SB) 743. SB 743 directed agencies to develop new guidelines that provide a transportation performance metric that can help promote the reduction of greenhouse gas emissions, the development of multimodal networks, and diversity of land uses. VMT is an area-wide performance measure which helps compare the overall performance of a project or project alternatives and is also used as a metric to ultimately assess the transportation environmental impacts of a project. VMT analysis shifts the focus towards impacts caused by the distance traveled by vehicles rather than the localized congestion created by vehicles (i.e., intersection-level delay). In essence, utilizing VMT means measuring the impact that motorists have on a network, as opposed to LOS which assesses the impact of a project on motorists. In April 2018, the Office of Planning and Research (OPR) issued a *Technical Advisory on Evaluating Transportation Impacts in CEQA*, in order to provide CEQA practitioners with assistance and recommendations in applying the new SB 743 guidance.

9.2 Methodology

VMT is generally calculated using a travel demand model that captures the movement of all trips over a highway network. For this analysis, the time period was defined as a 24-hour period on a typical weekday. It should be noted that travel-demand modeling outputs are unique, thus differ between model runs even when minimal land use or circulation network edits are made. As a result, the outputs generated for this project should only be applied to this analysis.

Iteris utilized the Ventura County Transportation Model (VCTM) to generate the VMT statistics, following the City's administrative policy on CEQA transportation analysis. This land-use based model, which is a subarea model of the Southern California Association of Government's (SCAG) travel demand model, is consistent with the 2016 SCAG RTP/SCS travel-demand model assumptions and inputs. The model consists of a 2016 base year scenario and 2040 future year scenario. For the purposes of this analysis, the 2016 base year scenario is utilized. It should be noted the land use and travel patterns of the VCTM are generally considered the regionwide standard for existing and baseline conditions analysis.

The VCTM consists of a detailed traffic analysis zone (TAZ) structure in the City of Thousand Oaks. The model consists of 110 TAZ's within the City. **Figure 9** shows the location of the proposed project's TAZ (60185701) in relation to the regional area.

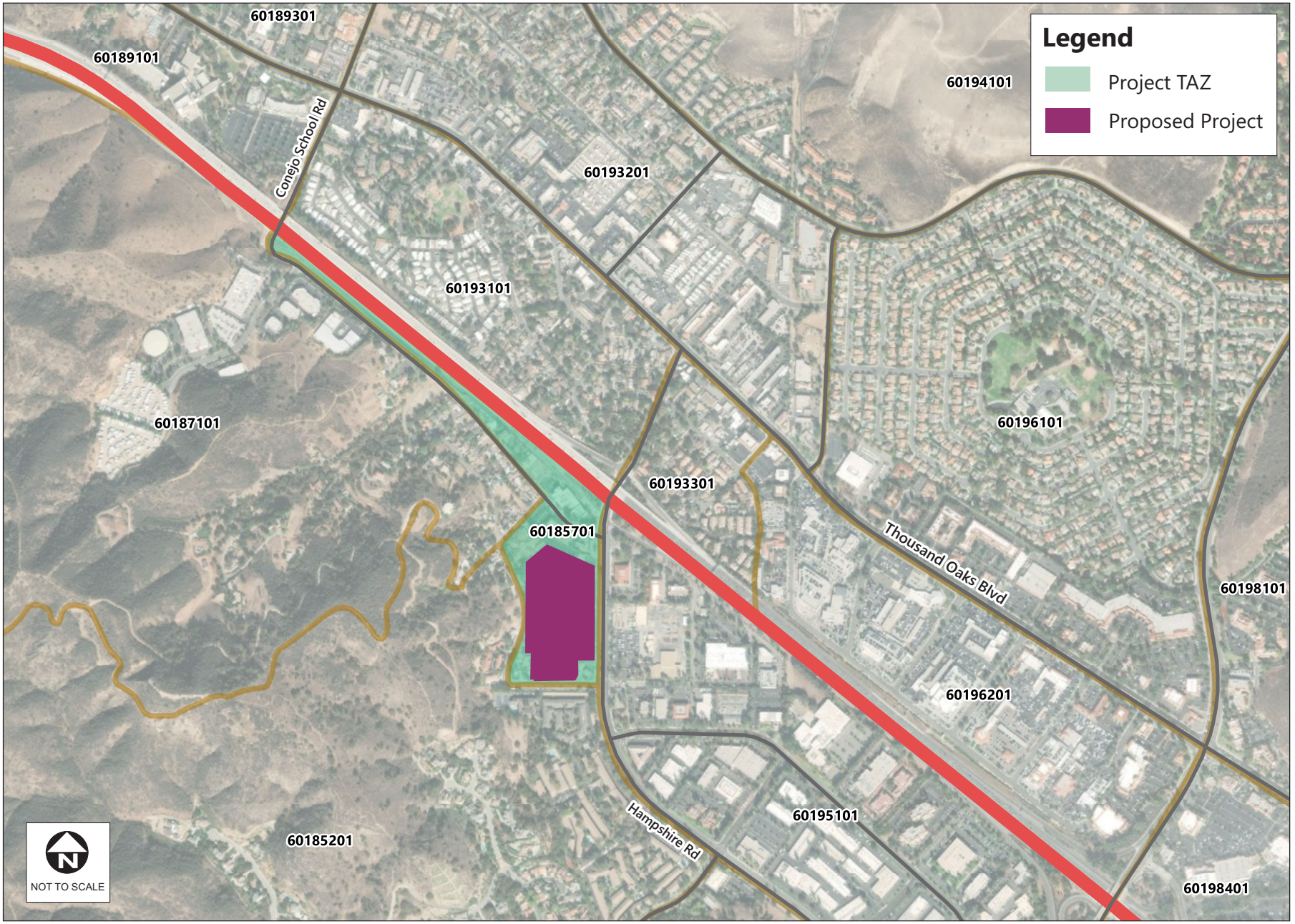


Figure 9
Project TAZ Location

9.3 Transportation Analysis

This section describes the potential screening, thresholds of significance, and VMT impact evaluation for the proposed project.

9.3.1 Screening Criteria

The City utilizes a screening criteria in order to provide CEQA relief to projects that support the State's GHG emission goals, and those projects are presumed as less than significant. The proposed Thousand Oaks Ranch project includes two components, a residential component and a retail component. The retail component is considered neighborhood-serving and is under 50,000 square feet, thus the retail would screen out from further CEQA analysis. However, the residential component does not meet any of the screening criteria related to residential projects (such as the Small Project Size or Affordable Housing criteria). Therefore, the project's residential component is required to undergo a CEQA Transportation Assessment.

9.3.2 Thresholds of Significance

The City has adopted an administrative policy stating that thresholds of significance will be determined on a case-by-case basis. For the purposes of this project, the thresholds of significance will be as follows:

- A significant impact would occur if the VMT per capita exceeds the citywide average VMT per capita of the baseline.

The City's Administrative Policy is provided in **Appendix E**.

9.3.3 Impact Evaluation

With the residential component of the project being evaluated, the VMT will be reported as:

- Residential VMT per Capita - household VMT calculated as Home-Based Production VMT / Residential Population

In order to determine the project's potential level of impact, a new VCTM scenario including the proposed project land use within TAZ 60185701 was prepared, utilizing the existing/baseline year of the model. Residential and retail land use information for the project was added to the land use information currently included as part of the base year model scenario.

From this new model scenario output. the following two metrics were determined for significant impact determination (for The Thousand Oaks Ranch TIA analysis only):

- Project TAZ daily residential VMT per capita; and
- Citywide average daily residential VMT per capita.

Based on the City's adopted guidelines, the "region" for CEQA analysis purposes is assumed to be the City of Thousand Oaks. The results of the new VCTM scenario, with the proposed project land use, is summarized on **Table 8.**

Table 8: VMT Results

VMT Type	VMT
Project TAZ Level	
Daily Residential VMT per Capita	10.87
Citywide Average Level	
Daily Residential VMT per Capita	15.31
% Above or Below Citywide Average Baseline	
Daily Residential VMT per Capita	-29% (Below Baseline)

The project TAZ's daily residential VMT per capita is 29% below the citywide average. Based on the thresholds of significance, the proposed project would not result in a significant transportation impact.

10.0 CONCLUSIONS

The proposed project site is located at 325 Hampshire Road in the City of Thousand Oaks. The proposed project consists of 420 residential apartments/townhomes and 15,000 square feet of commercial/retail development. The project site is mostly vacant since the closure of the Kmart department store in 2006.

The following describe the results of the analysis:

- The proposed project is forecast to generate approximately 187 a.m. peak hour trips, 262 p.m. peak hour trips, and 3,583 daily trips.
- Based on the LOS analysis, the majority of study intersections are currently operating at and forecast to operate at LOS C or better. The proposed project is anticipated to increase the V/C ratio beyond the City's thresholds at the Hampshire Road/US-101 Southbound Ramps intersection.
- The project TAZ's daily residential VMT per capita is 29% below the citywide average. Based on the thresholds of significance, the proposed project would not result in a significant transportation impact

Thousand Oaks Ranch Traffic Impact Analysis

Technical Appendix

Submitted to:

City of Thousand Oaks

11406 | Prepared by **Iteris, Inc.**

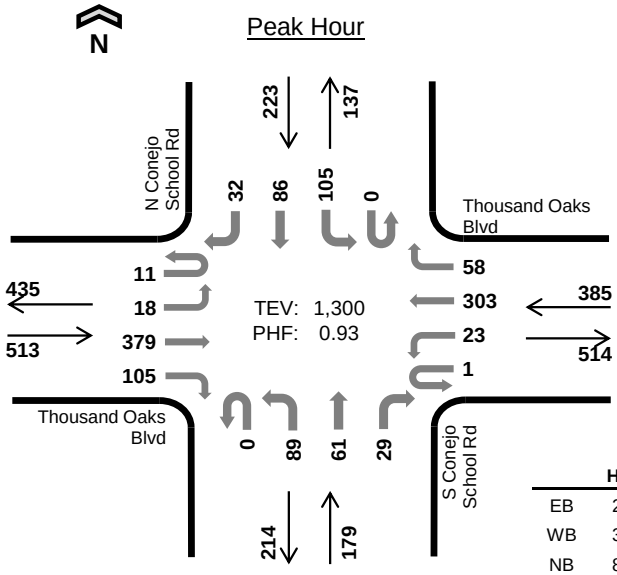
Innovating Through Informatics™

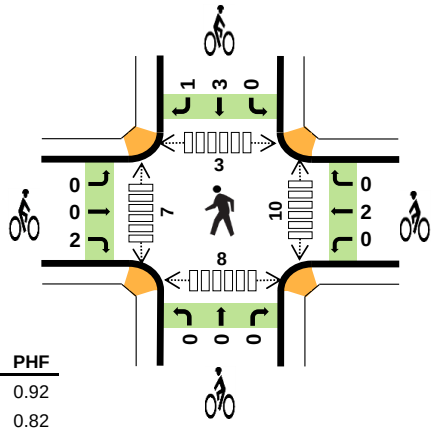
APPENDIX A – EXISTING TRAFFIC COUNTS

S Conejo School Rd
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	2.1%	0.92
WB	3.4%	0.82
NB	8.9%	0.86
SB	1.8%	0.86
TOTAL	3.4%	0.93

Two-Hour Count Summaries

Interval Start		Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Conejo School Rd Northbound				N Conejo School Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM		0	2	46	14	0	0	14	4	0	15	5	3	0	20	8	4	135	0
7:15 AM		2	3	62	7	0	2	38	2	0	11	5	9	0	18	6	1	166	0
7:30 AM		2	8	101	21	0	2	41	8	0	17	7	4	0	20	8	8	247	0
7:45 AM		2	9	80	26	0	6	41	15	0	11	13	8	0	33	20	4	268	816
8:00 AM		**2**	**8**	**84**	**16**	**1**	**2**	**62**	**12**	**0**	**25**	**16**	**4**	**0**	**33**	**14**	**9**	**288**	969
8:15 AM		**4**	**4**	**91**	**33**	**0**	**10**	**77**	**13**	**0**	**28**	**13**	**11**	**0**	**24**	**33**	**8**	**349**	1,152
8:30 AM		**2**	**3**	**108**	**19**	**0**	**5**	**90**	**23**	**0**	**20**	**17**	**9**	**0**	**27**	**16**	**8**	**347**	1,252
8:45 AM		**3**	**3**	**96**	**37**	**0**	**6**	**74**	**10**	**0**	**16**	**15**	**5**	**0**	**21**	**23**	**7**	**316**	**1,300**
Count Total		17	40	668	173	1	33	437	87	0	143	91	53	0	196	128	49	2,116	0
Peak Hour	**All**	**11**	**18**	**379**	**105**	**1**	**23**	**303**	**58**	**0**	**89**	**61**	**29**	**0**	**105**	**86**	**32**	**1,300**	**0**
	HV	**0**	**1**	**6**	**4**	**0**	**1**	**12**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**3**	**1**	**44**	**0**
	HV%	**0%**	**6%**	**2%**	**4%**	**0%**	**4%**	**4%**	**0%**	**-**	**13%**	**7%**	**0%**	**-**	**0%**	**3%**	**3%**	**3%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	0	3	0	0	*3*	0	0	1	1	*2*
7:15 AM	5	2	1	1	*9*	1	1	0	0	*2*	3	0	0	2	*5*
7:30 AM	3	2	0	2	*7*	4	0	1	1	*6*	3	0	3	0	*6*
7:45 AM	2	2	1	1	*6*	0	0	0	0	*0*	2	0	2	1	*5*
8:00 AM	**3**	**3**	**6**	**1**	***13***	**0**	**0**	**0**	**1**	***1***	**3**	**1**	**0**	**4**	*8*
8:15 AM	**4**	**2**	**5**	**1**	***12***	**1**	**0**	**0**	**1**	***2***	**3**	**2**	**3**	**2**	*10*
8:30 AM	**2**	**2**	**3**	**1**	***8***	**0**	**2**	**0**	**2**	***4***	**0**	**3**	**0**	**1**	*4*
8:45 AM	**2**	**6**	**2**	**1**	***11***	**1**	**0**	**0**	**0**	***1***	**4**	**1**	**0**	**1**	***6***
Count Total	21	20	18	8	*67*	7	6	1	5	*19*	18	7	9	12	*46*
Peak Hour	**11**	**13**	**16**	**4**	***44***	**2**	**2**	**0**	**4**	***8***	**10**	**7**	**3**	**8**	***28***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Conejo School Rd Northbound				N Conejo School Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	2	3	0	0	2	0	0	0	0	1	0	0	1	0	9	0
7:30 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	2	7	0
7:45 AM	0	0	2	0	0	0	1	1	0	0	1	0	0	0	0	1	6	23
8:00 AM	**0**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**1**	**13**	35
8:15 AM	**0**	**0**	**3**	**1**	**0**	**0**	**2**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**1**	**0**	**12**	38
8:30 AM	**0**	**1**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**1**	**0**	**8**	39
8:45 AM	**0**	**0**	**1**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**11**	**44**
Count Total	0	1	12	8	0	1	18	1	0	12	5	1	0	0	4	4	67	0
Peak Hour	**0**	**1**	**6**	**4**	**0**	**1**	**12**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**3**	**1**	**44**	**0**

Two-Hour Count Summaries - Bikes

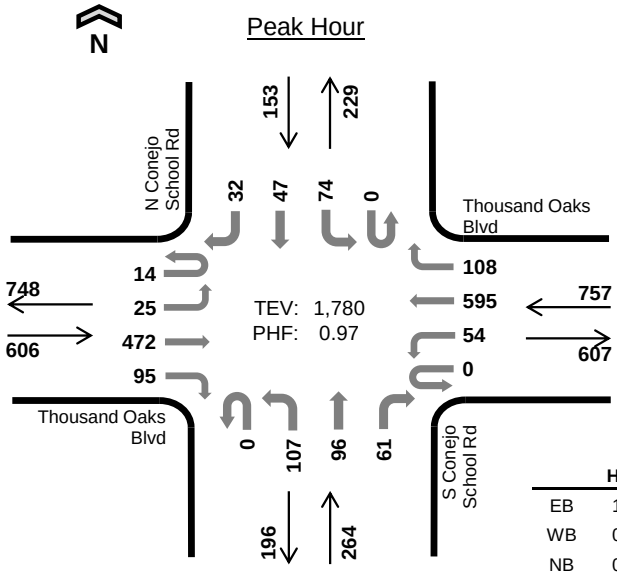
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			S Conejo School Rd Northbound			N Conejo School Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	3	0
7:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0
7:30 AM	0	2	2	0	0	0	0	1	0	0	1	0	6	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	11
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	9
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**2**	9
8:30 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**4**	7
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
Count Total	0	3	4	0	6	0	0	1	0	0	4	1	19	0
Peak Hour	**0**	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1**	**8**	**0**

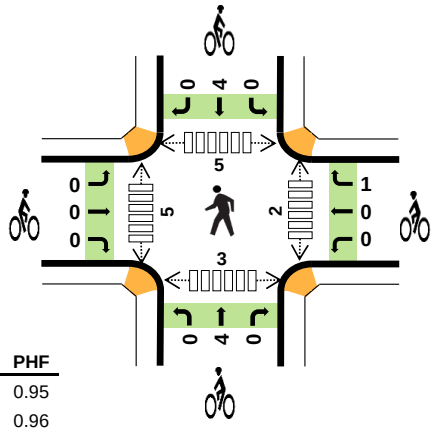
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Conejo School Rd
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	1.5%	0.95
WB	0.9%	0.96
NB	0.8%	0.81
SB	0.0%	0.81
TOTAL	1.0%	0.97

Two-Hour Count Summaries

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Conejo School Rd Northbound				N Conejo School Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	6	8	123	25	0	20	126	28	0	29	20	11	0	9	10	7	422	0
4:15 PM	5	4	109	20	0	9	135	21	0	25	13	13	0	8	16	4	382	0
4:30 PM	**5**	**4**	**114**	**17**	**0**	**13**	**151**	**33**	**0**	**26**	**26**	**16**	**0**	**20**	**17**	**10**	**452**	0
4:45 PM	**3**	**8**	**108**	**29**	**0**	**18**	**142**	**22**	**0**	**21**	**26**	**10**	**0**	**15**	**11**	**10**	**423**	1,679
5:00 PM	**3**	**5**	**126**	**26**	**0**	**10**	**160**	**28**	**0**	**27**	**21**	**10**	**0**	**18**	**8**	**5**	**447**	1,704
5:15 PM	**3**	**8**	**124**	**23**	**0**	**13**	**142**	**25**	**0**	**33**	**23**	**25**	**0**	**21**	**11**	**7**	**458**	**1,780**
5:30 PM	3	9	110	23	0	9	141	33	0	27	27	11	0	18	9	12	432	1,760
5:45 PM	1	3	93	19	0	10	157	25	0	19	9	7	0	20	11	9	383	1,720
Count Total	29	49	907	182	0	102	1,154	215	0	207	165	103	0	129	93	64	3,399	0
Peak Hour All	**14**	**25**	**472**	**95**	**0**	**54**	**595**	**108**	**0**	**107**	**96**	**61**	**0**	**74**	**47**	**32**	**1,780**	**0**
Peak Hour HV	**0**	**0**	**7**	**2**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**18**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**2%**	**-**	**0%**	**1%**	**0%**	**-**	**1%**	**0%**	**2%**	**-**	**0%**	**0%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	0	*2*	1	0	0	1	*2*	2	1	3	3	*9*
4:15 PM	1	0	0	0	*1*	1	0	0	0	*1*	0	1	2	4	*7*
4:30 PM	**3**	**2**	**0**	**0**	***5***	**0**	**0**	**0**	**0**	***0***	**0**	**4**	**1**	**1**	*6*
4:45 PM	**2**	**2**	**1**	**0**	***5***	**0**	**0**	**1**	**1**	***2***	**2**	**0**	**1**	**1**	*4*
5:00 PM	**2**	**0**	**1**	**0**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**2**	**1**	*4*
5:15 PM	**2**	**3**	**0**	**0**	***5***	**0**	**1**	**3**	**3**	***7***	**0**	**0**	**1**	**0**	***1***
5:30 PM	3	3	0	1	*7*	0	0	0	0	*0*	1	0	2	1	*4*
5:45 PM	1	1	0	1	*3*	0	1	0	0	*1*	1	1	0	7	*9*
Count Total	15	12	2	2	*31*	2	2	4	5	*13*	6	8	12	18	*44*
Peak Hour	**9**	**7**	**2**	**0**	***18***	**0**	**1**	**4**	**4**	***9***	**2**	**5**	**5**	**3**	***15***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Conejo School Rd Northbound				N Conejo School Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	13
5:00 PM	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**3**	14
5:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**18**
5:30 PM	0	1	2	0	0	1	2	0	0	0	0	0	0	0	0	1	7	20
5:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	18
Count Total	0	1	12	2	0	2	10	0	0	1	0	1	0	1	0	1	31	0
Peak Hour	**0**	**0**	**7**	**2**	**0**	**0**	**7**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**18**	**0**

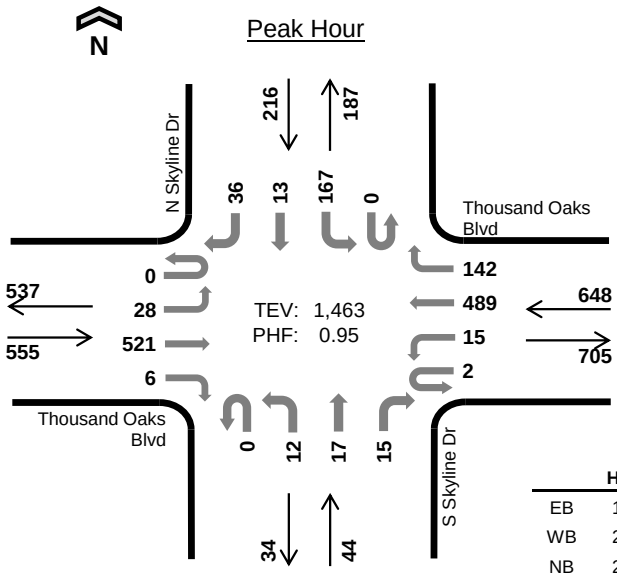
Two-Hour Count Summaries - Bikes

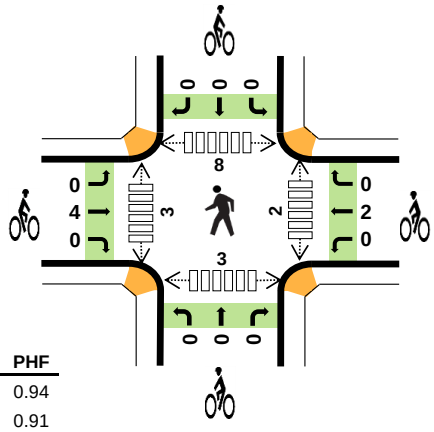
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			S Conejo School Rd Northbound			N Conejo School Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1	2	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	5
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**3**	**0**	**7**	**9**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	9
5:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	8
Count Total	0	2	0	0	1	1	0	4	0	0	4	1	13	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**0**	**0**	**4**	**0**	**9**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Skyline Dr
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	1.4%	0.94
WB	2.5%	0.91
NB	2.3%	0.79
SB	1.4%	0.89
TOTAL	1.9%	0.95

Two-Hour Count Summaries

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Skyline Dr Northbound				N Skyline Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	6	67	3	0	0	46	11	0	2	1	1	0	15	0	1	153	0
7:15 AM	0	2	83	1	1	2	53	13	0	2	3	1	0	21	0	1	183	0
7:30 AM	0	2	98	0	0	1	56	13	0	1	8	3	0	27	4	6	219	0
7:45 AM	0	5	124	1	0	2	67	14	0	3	3	1	0	38	1	2	261	816
8:00 AM	**0**	**11**	**128**	**1**	**0**	**1**	**108**	**36**	**0**	**4**	**7**	**2**	**0**	**52**	**4**	**3**	**357**	1,020
8:15 AM	**0**	**7**	**138**	**3**	**0**	**7**	**123**	**39**	**0**	**3**	**1**	**3**	**0**	**23**	**0**	**13**	**360**	1,197
8:30 AM	**0**	**5**	**128**	**1**	**1**	**5**	**138**	**34**	**0**	**2**	**6**	**6**	**0**	**47**	**4**	**9**	**386**	1,364
8:45 AM	**0**	**5**	**127**	**1**	**1**	**2**	**120**	**33**	**0**	**3**	**3**	**4**	**0**	**45**	**5**	**11**	**360**	**1,463**
Count Total	0	43	893	11	3	20	711	193	0	20	32	21	0	268	18	46	2,279	0
Peak Hour All	**0**	**28**	**521**	**6**	**2**	**15**	**489**	**142**	**0**	**12**	**17**	**15**	**0**	**167**	**13**	**36**	**1,463**	**0**
Peak Hour HV	**0**	**1**	**7**	**0**	**0**	**0**	**13**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**28**	**0**
Peak Hour HV%	**-**	**4%**	**1%**	**0%**	**0%**	**0%**	**3%**	**2%**	**-**	**0%**	**6%**	**0%**	**-**	**1%**	**0%**	**6%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	1	0	0	*1*	1	0	0	1	*2*	2	0	2	1	*5*
7:15 AM	3	3	0	0	*6*	0	1	0	0	*1*	2	1	0	0	*3*
7:30 AM	0	2	0	0	*2*	0	0	0	0	*0*	0	0	2	2	*4*
7:45 AM	3	2	0	0	*5*	0	0	0	0	*0*	0	0	5	2	*7*
8:00 AM	**0**	**3**	**1**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**2**	**2**	**2**	**2**	*8*
8:15 AM	**5**	**6**	**0**	**1**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**2**	**0**	*2*
8:30 AM	**1**	**3**	**0**	**0**	***4***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**4**	**0**	*4*
8:45 AM	**2**	**4**	**0**	**2**	***8***	**2**	**0**	**0**	**0**	***2***	**0**	**1**	**0**	**1**	***2***
Count Total	14	24	1	3	*42*	5	3	0	1	*9*	6	4	17	8	*35*
Peak Hour	**8**	**16**	**1**	**3**	***28***	**4**	**2**	**0**	**0**	***6***	**2**	**3**	**8**	**3**	***16***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Skyline Dr Northbound				N Skyline Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	6	0
7:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2	0
7:45 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	5	14
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	17
8:15 AM	**0**	**1**	**4**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**12**	23
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	25
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**8**	**28**
Count Total	0	1	13	0	0	0	21	3	0	0	1	0	0	1	0	2	42	0
Peak Hour	**0**	**1**	**7**	**0**	**0**	**0**	**13**	**3**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**2**	**28**	**0**

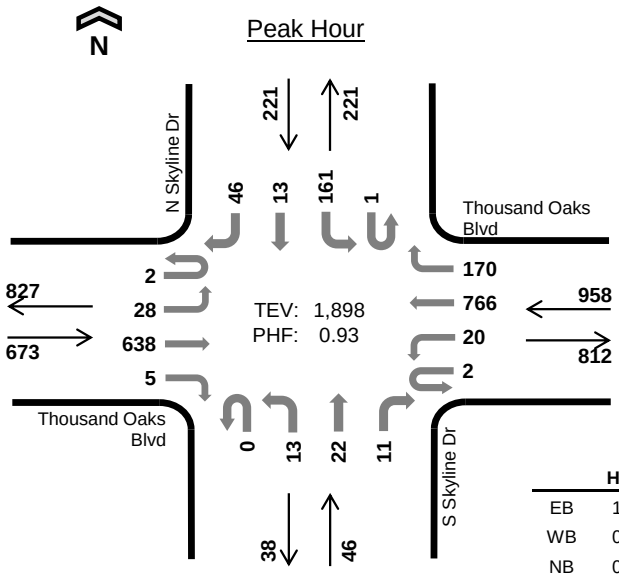
Two-Hour Count Summaries - Bikes

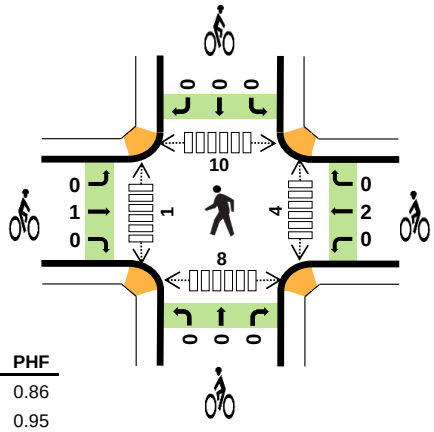
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			S Skyline Dr Northbound			N Skyline Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:30 AM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	4
8:45 AM	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**6**
Count Total	0	5	0	0	3	0	0	0	0	0	0	1	9	0
Peak Hour	**0**	**4**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

S Skyline Dr
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	1.2%	0.86
WB	0.9%	0.95
NB	0.0%	0.82
SB	0.5%	0.92
TOTAL	0.9%	0.93

Two-Hour Count Summaries

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Skyline Dr Northbound				N Skyline Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	10	139	0	0	5	172	45	0	4	4	5	0	46	2	7	439	0
4:15 PM	0	6	147	1	2	5	173	44	0	7	9	6	0	31	5	13	449	0
4:30 PM	**1**	**8**	**167**	**1**	**0**	**3**	**186**	**41**	**0**	**4**	**3**	**4**	**1**	**40**	**5**	**14**	**478**	0
4:45 PM	**1**	**2**	**134**	**3**	**1**	**5**	**199**	**44**	**0**	**3**	**3**	**3**	**0**	**38**	**2**	**13**	**451**	1,817
5:00 PM	**0**	**7**	**152**	**1**	**1**	**4**	**183**	**39**	**0**	**3**	**7**	**4**	**0**	**39**	**3**	**14**	**457**	1,835
5:15 PM	**0**	**11**	**185**	**0**	**0**	**8**	**198**	**46**	**0**	**3**	**9**	**0**	**0**	**44**	**3**	**5**	**512**	**1,898**
5:30 PM	0	5	132	4	1	1	188	41	0	4	4	5	0	31	2	18	436	1,856
5:45 PM	0	5	130	4	1	3	176	35	0	3	2	1	0	24	3	7	394	1,799
Count Total	2	54	1,186	14	6	34	1,475	335	0	31	41	28	1	293	25	91	3,616	0
Peak Hour All	**2**	**28**	**638**	**5**	**2**	**20**	**766**	**170**	**0**	**13**	**22**	**11**	**1**	**161**	**13**	**46**	**1,898**	**0**
Peak Hour HV	**0**	**0**	**8**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	**0**
Peak Hour HV%	**0%**	**0%**	**1%**	**0%**	**0%**	**0%**	**1%**	**1%**	**-**	**0%**	**0%**	**0%**	**0%**	**0%**	**0%**	**2%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	1	*3*	1	0	0	0	*1*	2	0	1	2	*5*
4:15 PM	2	0	0	0	*2*	1	0	0	0	*1*	5	0	2	0	*7*
4:30 PM	**2**	**2**	**0**	**0**	***4***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**3**	**2**	*7*
4:45 PM	**2**	**3**	**0**	**1**	***6***	**1**	**0**	**0**	**0**	***1***	**1**	**1**	**3**	**2**	*7*
5:00 PM	**1**	**1**	**0**	**0**	***2***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**2**	**2**	*5*
5:15 PM	**3**	**3**	**0**	**0**	***6***	**0**	**2**	**0**	**0**	***2***	**0**	**0**	**2**	**2**	***4***
5:30 PM	1	1	0	0	*2*	0	1	0	0	*1*	0	1	0	0	*1*
5:45 PM	2	2	0	0	*4*	0	0	0	0	*0*	2	0	0	0	*2*
Count Total	14	13	0	2	*29*	3	3	0	0	*6*	13	2	13	10	*38*
Peak Hour	**8**	**9**	**0**	**1**	***18***	**1**	**2**	**0**	**0**	***3***	**4**	**1**	**10**	**8**	***23***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				S Skyline Dr Northbound				N Skyline Dr Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	3	0
4:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**6**	15
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	14
5:15 PM	**0**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**18**
5:30 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2	16
5:45 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	4	14
Count Total	0	0	14	0	0	0	12	1	0	0	0	0	0	1	0	1	29	0
Peak Hour	**0**	**0**	**8**	**0**	**0**	**0**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**18**	**0**

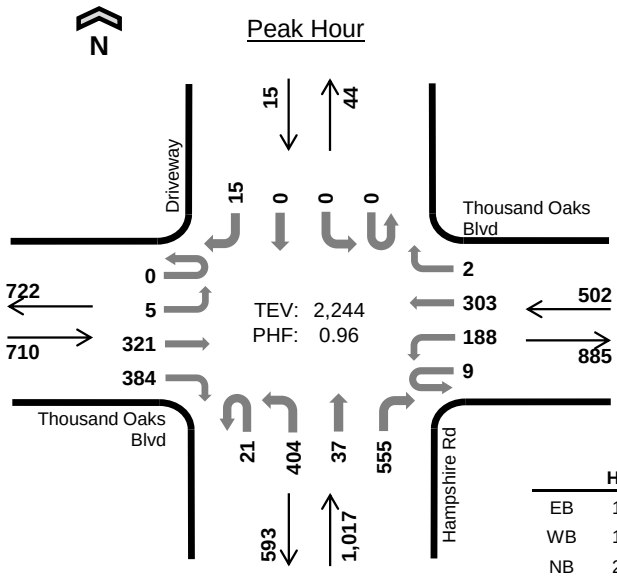
Two-Hour Count Summaries - Bikes

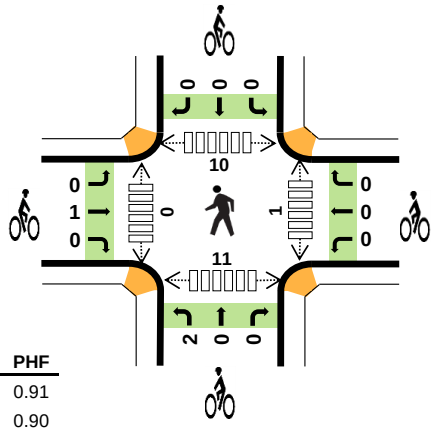
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			S Skyline Dr Northbound			N Skyline Dr Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:15 PM	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**3**
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	3	0	0	2	1	0	0	0	0	0	0	6	0
Peak Hour	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	1.1%	0.91
WB	1.2%	0.90
NB	2.0%	0.95
SB	6.7%	0.63
TOTAL	1.6%	0.96

Two-Hour Count Summaries

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				Hampshire Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	35	52	1	18	14	0	3	57	8	80	0	0	0	2	272	0
7:15 AM	0	0	42	69	1	34	28	1	1	54	5	119	0	0	0	0	354	0
7:30 AM	0	0	54	79	0	36	30	2	1	46	5	143	0	0	0	0	396	0
7:45 AM	0	2	65	96	2	42	34	0	5	73	13	162	0	0	0	2	496	1,518
8:00 AM	**0**	**1**	**94**	**101**	**2**	**37**	**66**	**0**	**5**	**82**	**15**	**140**	**0**	**0**	**0**	**6**	**549**	1,795
8:15 AM	**0**	**1**	**64**	**93**	**3**	**46**	**86**	**0**	**6**	**108**	**7**	**135**	**0**	**0**	**0**	**0**	**549**	1,990
8:30 AM	**0**	**0**	**85**	**99**	**2**	**50**	**69**	**2**	**4**	**113**	**6**	**127**	**0**	**0**	**0**	**4**	**561**	2,155
8:45 AM	**0**	**3**	**78**	**91**	**2**	**55**	**82**	**0**	**6**	**101**	**9**	**153**	**0**	**0**	**0**	**5**	**585**	**2,244**
Count Total	0	9	517	680	13	318	409	5	31	634	68	1,059	0	0	0	19	3,762	0
Peak Hour All	**0**	**5**	**321**	**384**	**9**	**188**	**303**	**2**	**21**	**404**	**37**	**555**	**0**	**0**	**0**	**15**	**2,244**	**0**
Peak Hour HV	**0**	**1**	**5**	**2**	**0**	**2**	**4**	**0**	**0**	**11**	**0**	**9**	**0**	**0**	**0**	**1**	**35**	**0**
Peak Hour HV%	**-**	**20%**	**2%**	**1%**	**0%**	**1%**	**1%**	**0%**	**0%**	**3%**	**0%**	**2%**	**-**	**-**	**-**	**7%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	2	3	0	*6*	1	0	0	0	*1*	0	0	2	1	*3*
7:15 AM	3	2	4	0	*9*	0	1	0	0	*1*	3	0	1	3	*7*
7:30 AM	0	1	2	0	*3*	0	0	0	0	*0*	0	0	3	0	*3*
7:45 AM	3	0	2	0	*5*	0	0	0	0	*0*	0	0	4	2	*6*
8:00 AM	**1**	**1**	**5**	**1**	***8***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**3**	*4*
8:15 AM	**4**	**2**	**6**	**0**	***12***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**3**	**2**	*5*
8:30 AM	**1**	**1**	**3**	**0**	***5***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**4**	**2**	*6*
8:45 AM	**2**	**2**	**6**	**0**	***10***	**1**	**0**	**0**	**0**	***1***	**1**	**0**	**2**	**4**	***7***
Count Total	15	11	31	1	*58*	2	1	2	0	*5*	4	0	20	17	*41*
Peak Hour	**8**	**6**	**20**	**1**	***35***	**1**	**0**	**2**	**0**	***3***	**1**	**0**	**10**	**11**	***22***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				Hampshire Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	1	0	2	0	0	0	2	0	1	0	0	0	0	6	0
7:15 AM	0	0	3	0	0	1	1	0	0	3	0	1	0	0	0	0	9	0
7:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	3	0
7:45 AM	0	0	2	1	0	0	0	0	0	2	0	0	0	0	0	0	5	23
8:00 AM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**0**	**1**	**8**	25
8:15 AM	**0**	**1**	**2**	**1**	**0**	**1**	**1**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**	**12**	28
8:30 AM	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**5**	30
8:45 AM	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**10**	**35**
Count Total	0	1	10	4	0	5	6	0	0	19	0	12	0	0	0	1	58	0
Peak Hour	**0**	**1**	**5**	**2**	**0**	**2**	**4**	**0**	**0**	**11**	**0**	**9**	**0**	**0**	**0**	**1**	**35**	**0**

Two-Hour Count Summaries - Bikes

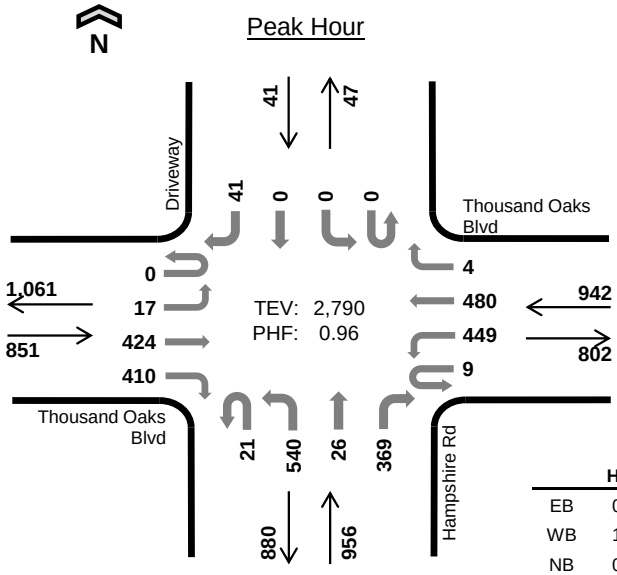
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			Hampshire Rd Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	2
8:45 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	2	0	0	1	0	2	0	0	0	0	0	5	0
Peak Hour	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**0**

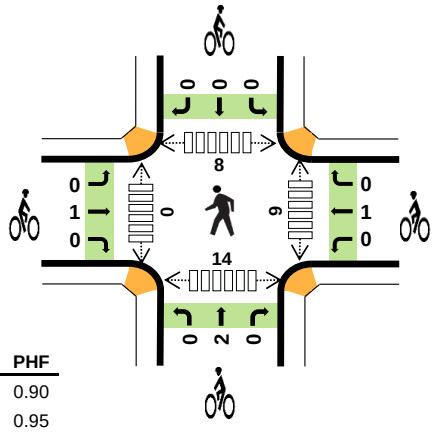
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Thousand Oaks Blvd

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	0.9%	0.90
WB	1.1%	0.95
NB	0.5%	0.96
SB	0.0%	0.68
TOTAL	0.8%	0.96

Two-Hour Count Summaries

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				Hampshire Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	5	93	98	7	102	133	4	8	114	11	102	0	0	0	5	682	0
4:15 PM	0	2	104	97	4	86	129	4	7	129	11	116	0	0	0	5	694	0
4:30 PM	**0**	**8**	**97**	**115**	**2**	**132**	**114**	**0**	**6**	**119**	**15**	**92**	**0**	**0**	**0**	**9**	**709**	0
4:45 PM	**0**	**2**	**91**	**94**	**4**	**96**	**116**	**1**	**4**	**150**	**5**	**91**	**0**	**0**	**0**	**15**	**669**	2,754
5:00 PM	**0**	**2**	**121**	**85**	**2**	**124**	**118**	**1**	**4**	**125**	**3**	**95**	**0**	**0**	**0**	**5**	**685**	2,757
5:15 PM	**0**	**5**	**115**	**116**	**1**	**97**	**132**	**2**	**7**	**146**	**3**	**91**	**0**	**0**	**0**	**12**	**727**	**2,790**
5:30 PM	0	3	85	93	2	117	118	0	7	113	4	87	0	0	0	1	630	2,711
5:45 PM	0	1	79	88	1	90	123	1	4	107	7	67	0	0	0	3	571	2,613
Count Total	0	28	785	786	23	844	983	13	47	1,003	59	741	0	0	0	55	5,367	0
Peak Hour All	**0**	**17**	**424**	**410**	**9**	**449**	**480**	**4**	**21**	**540**	**26**	**369**	**0**	**0**	**0**	**41**	**2,790**	**0**
Peak Hour HV	**0**	**0**	**5**	**3**	**0**	**4**	**6**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**0**
Peak Hour HV%	**-**	**0%**	**1%**	**1%**	**0%**	**1%**	**1%**	**0%**	**0%**	**1%**	**4%**	**0%**	**-**	**-**	**-**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	3	3	0	0	*6*	0	1	0	0	*1*	0	0	0	1	*1*
4:15 PM	2	0	2	0	*4*	1	0	0	0	*1*	0	0	5	2	*7*
4:30 PM	**2**	**5**	**0**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**3**	**0**	**1**	**7**	*11*
4:45 PM	**2**	**2**	**2**	**0**	***6***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**2**	**2**	*4*
5:00 PM	**1**	**1**	**1**	**0**	***3***	**0**	**1**	**2**	**0**	***3***	**2**	**0**	**5**	**4**	*11*
5:15 PM	**3**	**2**	**2**	**0**	***7***	**0**	**0**	**0**	**0**	***0***	**4**	**0**	**0**	**1**	***5***
5:30 PM	1	2	1	0	*4*	0	0	0	0	*0*	1	0	1	0	*2*
5:45 PM	2	2	3	0	*7*	0	0	0	0	*0*	0	0	0	1	*1*
Count Total	16	17	11	0	*44*	2	2	2	0	*6*	10	0	14	18	*42*
Peak Hour	**8**	**10**	**5**	**0**	***23***	**1**	**1**	**2**	**0**	***4***	**9**	**0**	**8**	**14**	***31***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Thousand Oaks Blvd Eastbound				Thousand Oaks Blvd Westbound				Hampshire Rd Northbound				Driveway Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	3	0	2	1	0	0	0	0	0	0	0	0	0	6	0
4:15 PM	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	4	0
4:30 PM	**0**	**0**	**1**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**7**	0
4:45 PM	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	23
5:00 PM	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	20
5:15 PM	**0**	**0**	**2**	**1**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**7**	**23**
5:30 PM	0	0	0	1	0	0	2	0	0	0	0	1	0	0	0	0	4	20
5:45 PM	0	0	2	0	0	2	0	0	0	1	0	2	0	0	0	0	7	21
Count Total	0	0	8	8	0	8	9	0	0	4	1	6	0	0	0	0	44	0
Peak Hour	**0**	**0**	**5**	**3**	**0**	**4**	**6**	**0**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**23**	**0**

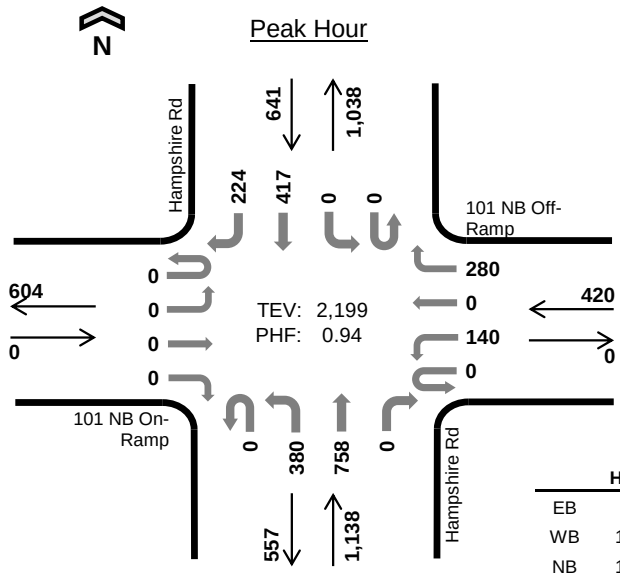
Two-Hour Count Summaries - Bikes

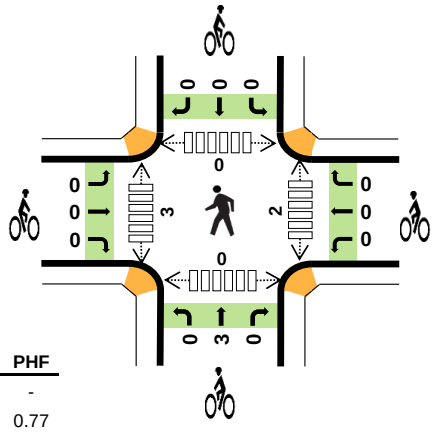
Interval Start	Thousand Oaks Blvd Eastbound			Thousand Oaks Blvd Westbound			Hampshire Rd Northbound			Driveway Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	3
5:00 PM	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	5
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	1	1	0	2	0	0	2	0	0	0	0	6	0
Peak Hour	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**4**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
101 NB On-Ramp

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	-	-
WB	1.7%	0.77
NB	1.8%	0.91
SB	0.6%	0.91
TOTAL	1.4%	0.94

Two-Hour Count Summaries

Interval Start	101 NB On-Ramp (Eastbound)				101 NB Off-Ramp (Westbound)				Hampshire Rd (Northbound)				Hampshire Rd (Southbound)				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	17	0	38	0	38	113	0	0	0	50	25	281	0
7:15 AM	0	0	0	0	0	29	0	35	0	42	163	0	0	0	80	38	387	0
7:30 AM	0	0	0	0	0	21	0	45	0	85	153	0	0	0	77	50	431	0
7:45 AM	0	0	0	0	0	21	0	71	0	102	186	0	0	0	94	57	531	1,630
8:00 AM	**0**	**0**	**0**	**0**	**0**	**31**	**0**	**50**	**0**	**91**	**185**	**0**	**0**	**0**	**90**	**46**	**493**	1,842
8:15 AM	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**69**	**0**	**86**	**192**	**0**	**0**	**0**	**115**	**48**	**542**	1,997
8:30 AM	**0**	**0**	**0**	**0**	**0**	**48**	**0**	**89**	**0**	**97**	**174**	**0**	**0**	**0**	**108**	**68**	**584**	2,150
8:45 AM	**0**	**0**	**0**	**0**	**0**	**29**	**0**	**72**	**0**	**106**	**207**	**0**	**0**	**0**	**104**	**62**	**580**	**2,199**
Count Total	0	0	0	0	0	228	0	469	0	647	1,373	0	0	0	718	394	3,829	0
Peak Hour All	**0**	**0**	**0**	**0**	**0**	**140**	**0**	**280**	**0**	**380**	**758**	**0**	**0**	**0**	**417**	**224**	**2,199**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**5**	**15**	**0**	**0**	**0**	**3**	**1**	**31**	**0**
Peak Hour HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**2%**	**-**	**1%**	**2%**	**-**	**-**	**-**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	3	*6*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	2	7	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	0	0	0	*0*	0	0	0	1	*1*	1	1	0	0	*2*
7:45 AM	0	1	2	1	*4*	0	0	0	2	*2*	2	2	0	0	*4*
8:00 AM	**0**	**1**	**4**	**1**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
8:15 AM	**0**	**3**	**5**	**2**	***10***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
8:30 AM	**0**	**2**	**7**	**1**	***10***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**1**	**4**	**0**	***5***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**0**	**0**	***2***
Count Total	0	10	32	9	*51*	0	0	3	3	*6*	5	6	0	0	*11*
Peak Hour	**0**	**7**	**20**	**4**	***31***	**0**	**0**	**3**	**0**	***3***	**2**	**3**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	101 NB On-Ramp				101 NB Off-Ramp				Hampshire Rd				Hampshire Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	2	6	0
7:15 AM	0	0	0	0	0	1	0	1	0	2	5	0	0	0	0	1	10	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	4	20
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**6**	20
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**3**	**0**	**0**	**0**	**1**	**1**	**10**	20
8:30 AM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**3**	**4**	**0**	**0**	**0**	**1**	**0**	**10**	30
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**5**	**31**
Count Total	0	0	0	0	0	2	0	8	0	8	24	0	0	0	5	4	51	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**5**	**15**	**0**	**0**	**0**	**3**	**1**	**31**	**0**

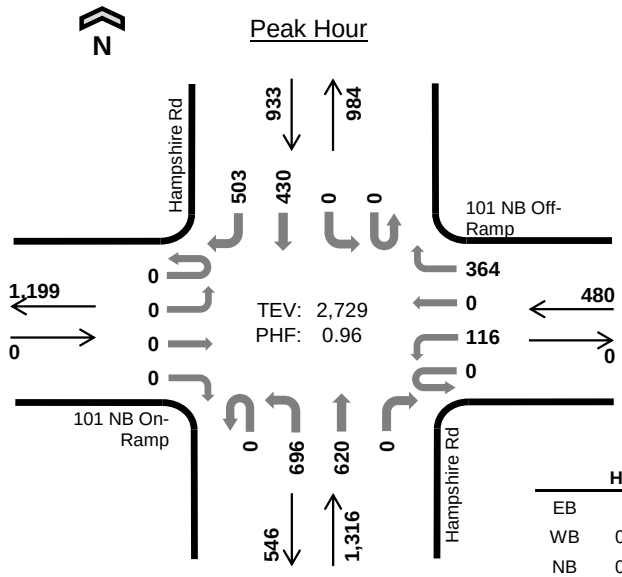
Two-Hour Count Summaries - Bikes

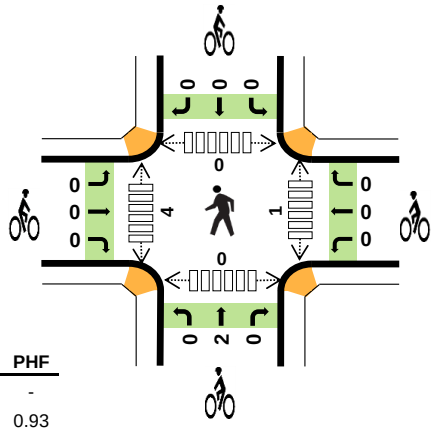
Interval Start	101 NB On-Ramp			101 NB Off-Ramp			Hampshire Rd			Hampshire Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	3
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	3
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	4
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	0	0	3	0	0	3	0	6	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
101 NB On-Ramp

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	-	-
WB	0.4%	0.93
NB	0.6%	0.91
SB	0.8%	0.90
TOTAL	0.6%	0.96

Two-Hour Count Summaries

Interval Start		101 NB On-Ramp (Eastbound)				101 NB Off-Ramp (Westbound)				Hampshire Rd (Northbound)				Hampshire Rd (Southbound)				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	0	0	0	0	27	0	71	0	182	179	0	0	0	107	119	685	0
4:15 PM		0	0	0	0	0	30	0	103	0	156	180	0	0	0	99	107	675	0
4:30 PM		**0**	**0**	**0**	**0**	**0**	**27**	**0**	**102**	**0**	**151**	**142**	**0**	**0**	**0**	**127**	**132**	**681**	0
4:45 PM		**0**	**0**	**0**	**0**	**0**	**29**	**0**	**89**	**0**	**154**	**162**	**0**	**0**	**0**	**99**	**107**	**640**	2,681
5:00 PM		**0**	**0**	**0**	**0**	**0**	**26**	**0**	**88**	**0**	**195**	**152**	**0**	**0**	**0**	**97**	**138**	**696**	2,692
5:15 PM		**0**	**0**	**0**	**0**	**0**	**34**	**0**	**85**	**0**	**196**	**164**	**0**	**0**	**0**	**107**	**126**	**712**	**2,729**
5:30 PM		0	0	0	0	0	33	0	66	0	147	144	0	0	0	115	119	624	2,672
5:45 PM		0	0	0	0	0	28	0	75	0	104	119	0	0	0	94	105	525	2,557
Count Total		0	0	0	0	0	234	0	679	0	1,285	1,242	0	0	0	845	953	5,238	0
Peak Hour	**All**	**0**	**0**	**0**	**0**	**0**	**116**	**0**	**364**	**0**	**696**	**620**	**0**	**0**	**0**	**430**	**503**	**2,729**	**0**
	HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**4**	**4**	**0**	**0**	**0**	**4**	**3**	**17**	**0**
	HV%	**-**	**-**	**-**	**-**	**-**	**1%**	**-**	**0%**	**-**	**1%**	**1%**	**-**	**-**	**-**	**1%**	**1%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	5	*7*	0	0	0	0	*0*	2	2	0	0	*4*
4:15 PM	0	0	2	1	*3*	0	0	0	1	*1*	0	1	0	0	*1*
4:30 PM	**0**	**1**	**1**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**1**	**2**	**0**	**0**	*3*
4:45 PM	**0**	**1**	**2**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
5:00 PM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**2**	**0**	***2***	**0**	**2**	**0**	**0**	*2*
5:15 PM	**0**	**0**	**2**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	***0***
5:30 PM	0	0	1	1	*2*	0	0	0	0	*0*	0	3	0	0	*3*
5:45 PM	0	0	4	2	*6*	0	0	0	0	*0*	1	1	0	0	*2*
Count Total	0	2	17	16	*35*	0	0	2	1	*3*	4	11	0	0	*15*
Peak Hour	**0**	**2**	**8**	**7**	***17***	**0**	**0**	**2**	**0**	***2***	**1**	**4**	**0**	**0**	***5***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	101 NB On-Ramp				101 NB Off-Ramp				Hampshire Rd				Hampshire Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	3	7	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**2**	**6**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**4**	20
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**0**	**0**	**0**	**1**	**4**	17
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**3**	**17**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	13
5:45 PM	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	2	6	15
Count Total	0	0	0	0	0	1	0	1	0	7	10	0	0	0	8	8	35	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**4**	**4**	**0**	**0**	**0**	**4**	**3**	**17**	**0**

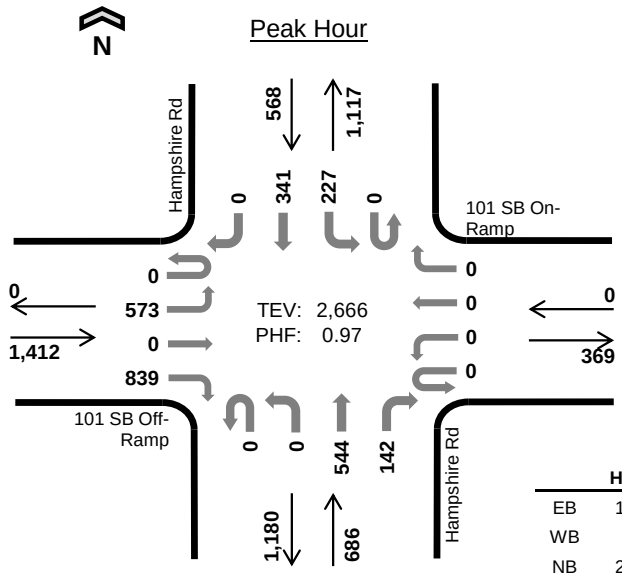
Two-Hour Count Summaries - Bikes

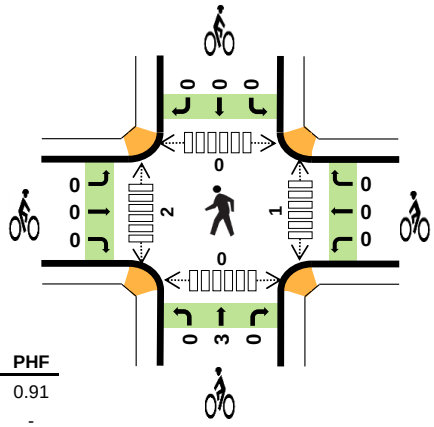
Interval Start	101 NB On-Ramp			101 NB Off-Ramp			Hampshire Rd			Hampshire Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	1
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Count Total	0	0	0	0	0	0	0	2	0	0	1	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
101 SB Off-Ramp

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	1.0%	0.91
WB	-	-
NB	2.2%	0.90
SB	0.7%	0.90
TOTAL	1.2%	0.97

Two-Hour Count Summaries

Interval Start	101 SB Off-Ramp Eastbound				101 SB On-Ramp Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	97	0	125	0	0	0	0	0	0	54	27	0	32	37	0	372	0
7:15 AM	0	139	0	130	0	0	0	0	0	0	65	42	0	44	59	0	479	0
7:30 AM	0	138	0	159	0	0	0	0	0	0	99	39	0	48	53	0	536	0
7:45 AM	0	168	0	203	0	0	0	0	0	0	128	51	0	41	69	0	660	2,047
8:00 AM	**0**	**138**	**0**	**198**	**0**	**0**	**0**	**0**	**0**	**0**	**143**	**48**	**0**	**56**	**72**	**0**	**655**	2,330
8:15 AM	**0**	**137**	**0**	**206**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**25**	**0**	**56**	**92**	**0**	**648**	2,499
8:30 AM	**0**	**130**	**0**	**213**	**0**	**0**	**0**	**0**	**0**	**0**	**142**	**35**	**0**	**54**	**104**	**0**	**678**	2,641
8:45 AM	**0**	**168**	**0**	**222**	**0**	**0**	**0**	**0**	**0**	**0**	**127**	**34**	**0**	**61**	**73**	**0**	**685**	**2,666**
Count Total	0	1,115	0	1,456	0	0	0	0	0	0	890	301	0	392	559	0	4,713	0
Peak Hour All	**0**	**573**	**0**	**839**	**0**	**0**	**0**	**0**	**0**	**0**	**544**	**142**	**0**	**227**	**341**	**0**	**2,666**	**0**
Peak Hour HV	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**1**	**3**	**0**	**33**	**0**
Peak Hour HV%	**-**	**1%**	**-**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**2%**	**1%**	**-**	**0%**	**1%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	6	0	3	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	5	0	4	1	*10*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	2	0	1	0	*3*	0	0	0	1	*1*	2	1	0	0	*3*
7:45 AM	1	0	9	1	*11*	0	0	0	1	*1*	1	3	0	0	*4*
8:00 AM	**3**	**0**	**3**	**1**	***7***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**4**	**0**	**4**	**1**	***9***	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**3**	**0**	**6**	**2**	***11***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**4**	**0**	**2**	**0**	***6***	**0**	**0**	**1**	**0**	***1***	**0**	**2**	**0**	**0**	***2***
Count Total	28	0	32	7	*67*	0	0	3	2	*5*	4	6	0	0	*10*
Peak Hour	**14**	**0**	**15**	**4**	***33***	**0**	**0**	**3**	**0**	***3***	**1**	**2**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	101 SB Off-Ramp				101 SB On-Ramp				Hampshire Rd				Hampshire Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	2	0	4	0	0	0	0	0	0	1	2	0	1	0	0	10	0
7:15 AM	0	3	0	2	0	0	0	0	0	0	4	0	0	0	1	0	10	0
7:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	3	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	2	7	0	1	0	0	11	34
8:00 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**0**	**1**	**0**	**0**	**7**	31
8:15 AM	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**0**	**0**	**1**	**0**	**9**	30
8:30 AM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**5**	**1**	**0**	**0**	**2**	**0**	**11**	38
8:45 AM	**0**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**6**	**33**
Count Total	0	12	0	16	0	0	0	0	0	0	20	12	0	3	4	0	67	0
Peak Hour	**0**	**7**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**13**	**2**	**0**	**1**	**3**	**0**	**33**	**0**

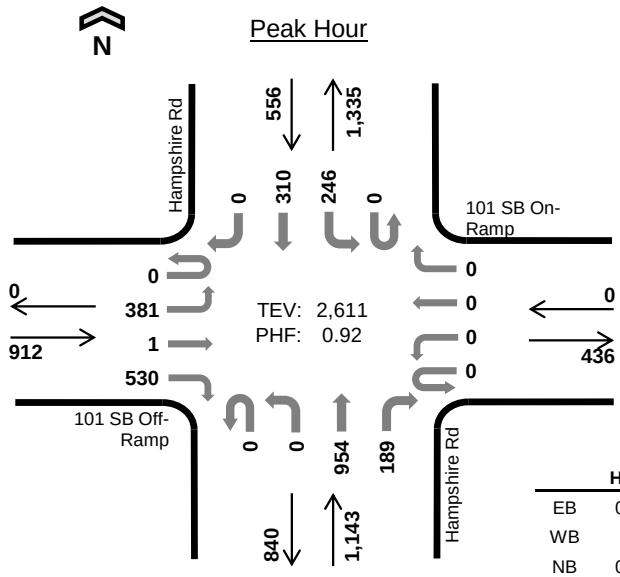
Two-Hour Count Summaries - Bikes

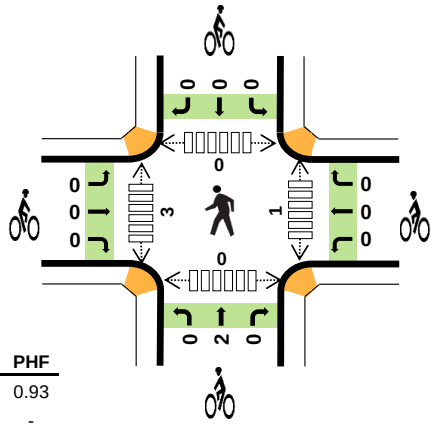
Interval Start	101 SB Off-Ramp			101 SB On-Ramp			Hampshire Rd			Hampshire Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	2
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	3
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**3**
Count Total	0	0	0	0	0	0	0	3	0	0	2	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
101 SB Off-Ramp

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM





	HV %:	PHF
EB	0.7%	0.93
WB	-	-
NB	0.6%	0.80
SB	0.9%	0.91
TOTAL	0.7%	0.92

Two-Hour Count Summaries

Interval Start	101 SB Off-Ramp Eastbound				101 SB On-Ramp Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	114	0	157	0	0	0	0	0	0	241	41	0	65	70	0	688	0
4:15 PM	0	127	0	131	0	0	0	0	0	0	209	28	0	49	79	0	623	0
4:30 PM	**0**	**99**	**0**	**133**	**0**	**0**	**0**	**0**	**0**	**0**	**217**	**43**	**0**	**73**	**80**	**0**	**645**	0
4:45 PM	**0**	**99**	**0**	**114**	**0**	**0**	**0**	**0**	**0**	**0**	**197**	**35**	**0**	**58**	**73**	**0**	**576**	2,532
5:00 PM	**0**	**86**	**0**	**137**	**0**	**0**	**0**	**0**	**0**	**0**	**287**	**72**	**0**	**55**	**69**	**0**	**706**	2,550
5:15 PM	**0**	**97**	**1**	**146**	**0**	**0**	**0**	**0**	**0**	**0**	**253**	**39**	**0**	**60**	**88**	**0**	**684**	**2,611**
5:30 PM	0	86	0	126	0	0	0	0	0	0	193	38	0	69	79	0	591	2,557
5:45 PM	0	82	1	145	0	0	0	0	0	0	150	37	0	60	63	0	538	2,519
Count Total	0	790	2	1,089	0	0	0	0	0	0	1,747	333	0	489	601	0	5,051	0
Peak Hour All	**0**	**381**	**1**	**530**	**0**	**0**	**0**	**0**	**0**	**0**	**954**	**189**	**0**	**246**	**310**	**0**	**2,611**	**0**
Peak Hour HV	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**5**	**0**	**18**	**0**
Peak Hour HV%	**-**	**1%**	**0%**	**1%**	**-**	**-**	**-**	**-**	**-**	**-**	**1%**	**1%**	**-**	**0%**	**2%**	**-**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	2	*4*	0	0	0	1	*1*	2	1	0	0	*3*
4:15 PM	1	0	2	1	*4*	0	0	0	1	*1*	0	2	0	0	*2*
4:30 PM	**1**	**0**	**2**	**2**	***5***	**0**	**0**	**0**	**0**	***0***	**1**	**1**	**0**	**0**	*2*
4:45 PM	**2**	**0**	**2**	**2**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**3**	**0**	**0**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:30 PM	1	0	0	1	*2*	0	0	0	1	*1*	0	2	0	0	*2*
5:45 PM	2	0	4	0	*6*	0	0	0	0	*0*	1	1	0	0	*2*
Count Total	10	0	15	9	*34*	0	0	2	3	*5*	4	9	0	0	*13*
Peak Hour	**6**	**0**	**7**	**5**	***18***	**0**	**0**	**2**	**0**	***2***	**1**	**3**	**0**	**0**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	101 SB Off-Ramp				101 SB On-Ramp				Hampshire Rd				Hampshire Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	0	4	0
4:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	0	1	0	0	4	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**2**	**0**	**5**	0
4:45 PM	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**6**	19
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	18
5:15 PM	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	**18**
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	15
5:45 PM	0	0	0	2	0	0	0	0	0	0	4	0	0	0	0	0	6	15
Count Total	0	3	0	7	0	0	0	0	0	0	14	1	0	2	7	0	34	0
Peak Hour	**0**	**2**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**1**	**0**	**0**	**5**	**0**	**18**	**0**

Two-Hour Count Summaries - Bikes

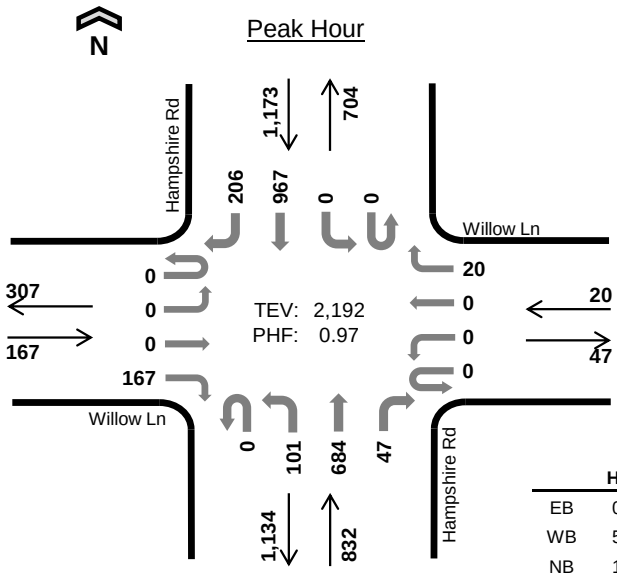
Interval Start	101 SB Off-Ramp			101 SB On-Ramp			Hampshire Rd			Hampshire Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	2
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	3
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**
5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Count Total	0	0	0	0	0	0	0	2	0	0	3	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	**0**

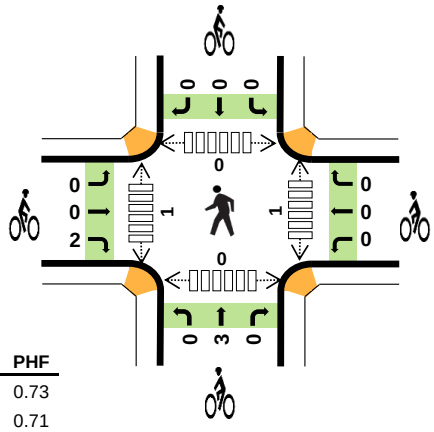
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Willow Ln

Peak Hour

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM





	HV %:	PHF
EB	0.6%	0.73
WB	5.0%	0.71
NB	1.8%	0.88
SB	0.9%	0.95
TOTAL	1.3%	0.97

Two-Hour Count Summaries

Interval Start	Willow Ln Eastbound				Willow Ln Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	22	0	0	0	5	0	5	80	13	0	0	118	36	279	0
7:15 AM	0	0	0	17	0	0	1	5	0	13	96	9	0	0	134	59	334	0
7:30 AM	0	0	0	28	0	0	0	6	0	16	139	8	0	0	175	37	409	0
7:45 AM	0	0	0	54	0	0	0	9	0	11	167	7	0	0	250	28	526	1,548
8:00 AM	**0**	**0**	**0**	**28**	**0**	**0**	**0**	**5**	**0**	**30**	**193**	**13**	**0**	**0**	**220**	**46**	**535**	1,804
8:15 AM	**0**	**0**	**0**	**42**	**0**	**0**	**0**	**7**	**0**	**22**	**148**	**11**	**0**	**0**	**253**	**50**	**533**	2,003
8:30 AM	**0**	**0**	**0**	**40**	**0**	**0**	**0**	**4**	**0**	**25**	**175**	**11**	**0**	**0**	**245**	**63**	**563**	2,157
8:45 AM	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**4**	**0**	**24**	**168**	**12**	**0**	**0**	**249**	**47**	**561**	**2,192**
Count Total	0	0	0	288	0	0	1	45	0	146	1,166	84	0	0	1,644	366	3,740	0
Peak Hour All	**0**	**0**	**0**	**167**	**0**	**0**	**0**	**20**	**0**	**101**	**684**	**47**	**0**	**0**	**967**	**206**	**2,192**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**10**	**1**	**28**	**0**
Peak Hour HV%	**-**	**-**	**-**	**1%**	**-**	**-**	**-**	**5%**	**-**	**0%**	**2%**	**0%**	**-**	**-**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	0	3	4	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:15 AM	0	0	4	3	*7*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	0	1	0	2	*3*	1	0	1	1	*3*	2	2	0	0	*4*
7:45 AM	0	1	7	1	*9*	2	0	1	2	*5*	0	2	0	0	*2*
8:00 AM	**0**	**0**	**3**	**1**	***4***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**1**	**1**	**4**	**4**	***10***	**1**	**0**	**0**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
8:30 AM	**0**	**0**	**6**	**3**	***9***	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**0**	**0**	*0*
8:45 AM	**0**	**0**	**2**	**3**	***5***	**1**	**0**	**0**	**0**	***1***	**0**	**1**	**0**	**0**	***1***
Count Total	1	3	29	21	*54*	5	0	5	3	*13*	3	5	0	0	*8*
Peak Hour	**1**	**1**	**15**	**11**	***28***	**2**	**0**	**3**	**0**	***5***	**1**	**1**	**0**	**0**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Willow Ln Eastbound				Willow Ln Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	7	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	0	3	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	7	0	0	0	1	0	9	26
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**0**	**4**	23
8:15 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**4**	**0**	**10**	26
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**0**	**0**	**2**	**1**	**9**	32
8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**3**	**0**	**5**	**28**
Count Total	0	0	0	1	0	0	0	3	0	0	29	0	0	0	20	1	54	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**15**	**0**	**0**	**0**	**10**	**1**	**28**	**0**

Two-Hour Count Summaries - Bikes

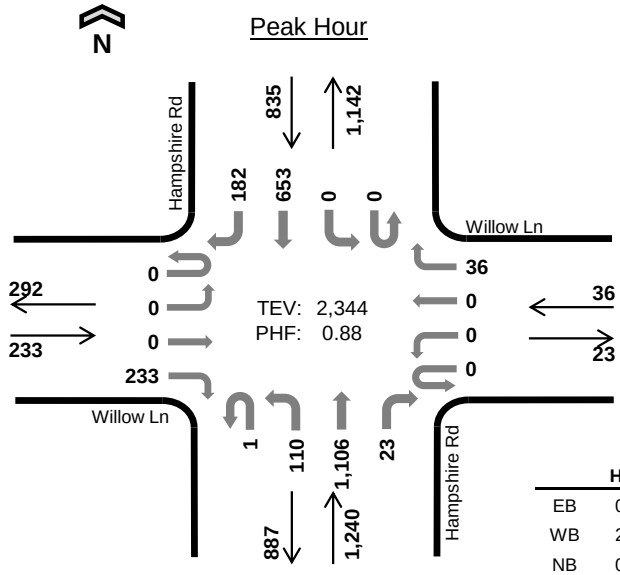
Interval Start	Willow Ln Eastbound			Willow Ln Westbound			Hampshire Rd Northbound			Hampshire Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	1	0	0	0	1	0	3	0
7:45 AM	0	0	2	0	0	0	0	1	0	0	2	0	5	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	8
8:15 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	9
8:30 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**3**	9
8:45 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**
Count Total	0	0	5	0	0	0	1	4	0	0	3	0	13	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**5**	**0**

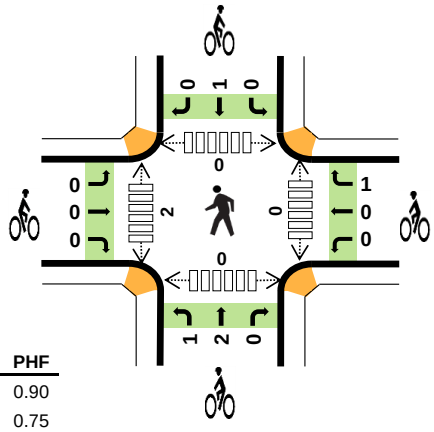
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Willow Ln

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:30 PM to 5:30 PM

Peak Hour





	HV %:	PHF
EB	0.4%	0.90
WB	2.8%	0.75
NB	0.5%	0.81
SB	1.1%	0.89
TOTAL	0.7%	0.88

Two-Hour Count Summaries

Interval Start	Willow Ln Eastbound				Willow Ln Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	57	0	0	0	8	0	22	295	6	0	0	177	51	616	0
4:15 PM	0	0	0	53	0	0	0	7	0	30	220	5	0	0	165	43	523	0
4:30 PM	**0**	**0**	**0**	**52**	**0**	**0**	**0**	**11**	**0**	**23**	**228**	**9**	**0**	**0**	**159**	**47**	**529**	0
4:45 PM	**0**	**0**	**0**	**59**	**0**	**0**	**0**	**7**	**1**	**32**	**225**	**2**	**0**	**0**	**146**	**45**	**517**	2,185
5:00 PM	**0**	**0**	**0**	**65**	**0**	**0**	**0**	**12**	**0**	**29**	**350**	**4**	**0**	**0**	**164**	**40**	**664**	2,233
5:15 PM	**0**	**0**	**0**	**57**	**0**	**0**	**0**	**6**	**0**	**26**	**303**	**8**	**0**	**0**	**184**	**50**	**634**	**2,344**
5:30 PM	0	0	0	59	0	0	0	8	0	28	220	4	0	0	163	43	525	2,340
5:45 PM	0	0	0	43	0	0	0	9	0	25	188	3	0	0	180	30	478	2,301
Count Total	0	0	0	445	0	0	0	68	1	215	2,029	41	0	0	1,338	349	4,486	0
Peak Hour All	**0**	**0**	**0**	**233**	**0**	**0**	**0**	**36**	**1**	**110**	**1,106**	**23**	**0**	**0**	**653**	**182**	**2,344**	**0**
Peak Hour HV	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**	**17**	**0**
Peak Hour HV%	**-**	**-**	**-**	**0%**	**-**	**-**	**-**	**3%**	**0%**	**0%**	**1%**	**0%**	**-**	**-**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	1	*3*	0	1	1	2	*4*	0	0	0	0	*0*
4:15 PM	0	0	2	1	*3*	1	0	0	2	*3*	0	1	0	0	*1*
4:30 PM	**1**	**1**	**1**	**3**	***6***	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	*0*
4:45 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	*1*
5:00 PM	**0**	**0**	**3**	**0**	***3***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**0**	**0**	*0*
5:15 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**0**	**0**	***0***	**0**	**1**	**0**	**0**	***1***
5:30 PM	0	0	0	2	*2*	0	0	0	0	*0*	0	3	0	0	*3*
5:45 PM	1	0	4	1	*6*	0	0	0	1	*1*	0	1	0	0	*1*
Count Total	2	1	14	14	*31*	1	2	4	6	*13*	0	7	0	0	*7*
Peak Hour	**1**	**1**	**6**	**9**	***17***	**0**	**1**	**3**	**1**	***5***	**0**	**2**	**0**	**0**	***2***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Willow Ln Eastbound				Willow Ln Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	1	3	0
4:30 PM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**6**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	18
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	18
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	**17**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	13
5:45 PM	0	0	0	1	0	0	0	0	0	0	4	0	0	0	1	0	6	13
Count Total	0	0	0	2	0	0	0	1	0	0	14	0	0	0	12	2	31	0
Peak Hour	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**6**	**0**	**0**	**0**	**9**	**0**	**17**	**0**

Two-Hour Count Summaries - Bikes

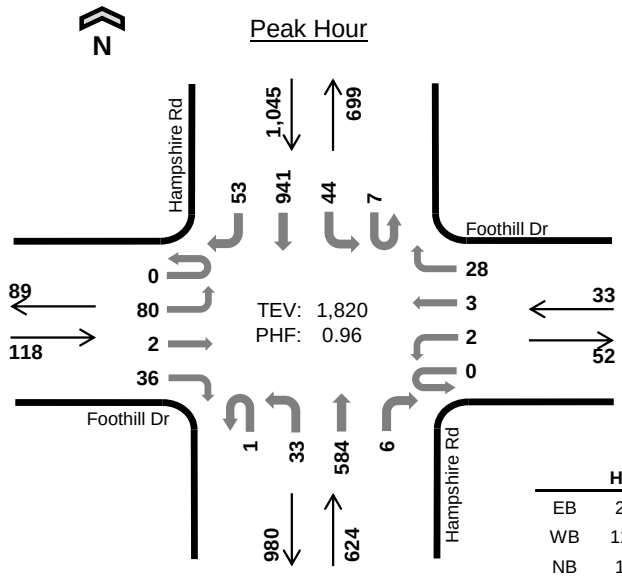
Interval Start	Willow Ln Eastbound			Willow Ln Westbound			Hampshire Rd Northbound			Hampshire Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	1	0	0	1	1	1	0	4	0
4:15 PM	0	0	1	0	0	0	0	0	0	0	2	0	3	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	10
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**2**	8
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**5**
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	3
Count Total	0	0	1	0	0	2	1	2	1	1	5	0	13	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**2**	**0**	**0**	**1**	**0**	**5**	**0**

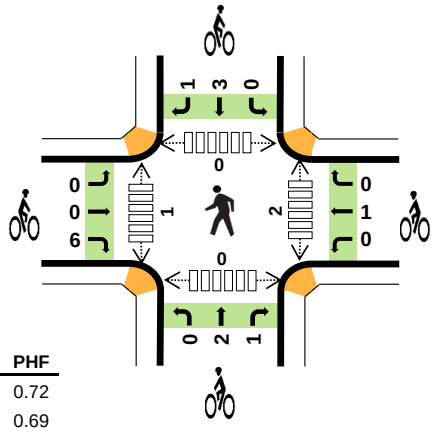
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Foothill Dr

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	2.5%	0.72
WB	12.1%	0.69
NB	1.8%	0.89
SB	1.0%	0.92
TOTAL	1.5%	0.96

Two-Hour Count Summaries

Interval Start	Foothill Dr Eastbound				Foothill Dr Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	6	2	3	0	0	2	1	0	3	57	0	0	12	109	3	198	0
7:15 AM	0	16	1	6	0	1	0	6	0	7	72	0	2	7	106	9	233	0
7:30 AM	0	14	1	3	0	2	0	2	0	4	106	2	1	2	166	5	308	0
7:45 AM	0	20	0	9	0	2	3	15	0	5	127	1	0	7	255	12	456	1,195
8:00 AM	**0**	**18**	**0**	**7**	**0**	**0**	**1**	**5**	**0**	**11**	**163**	**2**	**2**	**11**	**216**	**7**	**443**	1,440
8:15 AM	**0**	**10**	**0**	**4**	**0**	**0**	**2**	**10**	**0**	**6**	**137**	**2**	**3**	**10**	**238**	**14**	**436**	1,643
8:30 AM	**0**	**27**	**2**	**12**	**0**	**0**	**0**	**7**	**0**	**14**	**145**	**1**	**0**	**11**	**231**	**19**	**469**	1,804
8:45 AM	**0**	**25**	**0**	**13**	**0**	**2**	**0**	**6**	**1**	**2**	**139**	**1**	**2**	**12**	**256**	**13**	**472**	**1,820**
Count Total	0	136	6	57	0	7	8	52	1	52	946	9	10	72	1,577	82	3,015	0
Peak Hour All	**0**	**80**	**2**	**36**	**0**	**2**	**3**	**28**	**1**	**33**	**584**	**6**	**7**	**44**	**941**	**53**	**1,820**	**0**
Peak Hour HV	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**1**	**10**	**0**	**0**	**0**	**10**	**0**	**28**	**0**
Peak Hour HV%	**-**	**1%**	**0%**	**6%**	**-**	**0%**	**0%**	**14%**	**0%**	**3%**	**2%**	**0%**	**0%**	**0%**	**1%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	1	1	3	3	*8*	1	0	0	0	*1*	0	0	0	0	*0*
7:15 AM	2	1	2	4	*9*	0	0	0	0	*0*	0	0	0	0	*0*
7:30 AM	1	0	0	1	*2*	1	0	1	1	*3*	0	2	0	0	*2*
7:45 AM	0	6	2	1	*9*	1	0	0	3	*4*	1	0	0	0	*1*
8:00 AM	**1**	**1**	**2**	**1**	***5***	**0**	**0**	**0**	**1**	***1***	**1**	**0**	**0**	**0**	*1*
8:15 AM	**0**	**1**	**4**	**5**	***10***	**3**	**0**	**0**	**1**	***4***	**0**	**1**	**0**	**0**	*1*
8:30 AM	**1**	**2**	**3**	**2**	***8***	**1**	**0**	**2**	**1**	***4***	**1**	**0**	**0**	**0**	*1*
8:45 AM	**1**	**0**	**2**	**2**	***5***	**2**	**1**	**1**	**1**	***5***	**0**	**0**	**0**	**0**	***0***
Count Total	7	12	18	19	*56*	9	1	4	8	*22*	3	3	0	0	*6*
Peak Hour	**3**	**4**	**11**	**10**	***28***	**6**	**1**	**3**	**4**	***14***	**2**	**1**	**0**	**0**	***3***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Foothill Dr Eastbound				Foothill Dr Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	1	0	0	1	2	0	0	2	1	0	8	0
7:15 AM	0	1	0	1	0	0	0	1	0	0	2	0	0	1	3	0	9	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0
7:45 AM	0	0	0	0	0	1	1	4	0	0	2	0	0	0	1	0	9	28
8:00 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**0**	**5**	25
8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**5**	**0**	**10**	26
8:30 AM	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**8**	32
8:45 AM	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**2**	**0**	**5**	**28**
Count Total	0	2	2	3	0	1	2	9	0	2	16	0	0	3	16	0	56	0
Peak Hour	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**1**	**10**	**0**	**0**	**0**	**10**	**0**	**28**	**0**

Two-Hour Count Summaries - Bikes

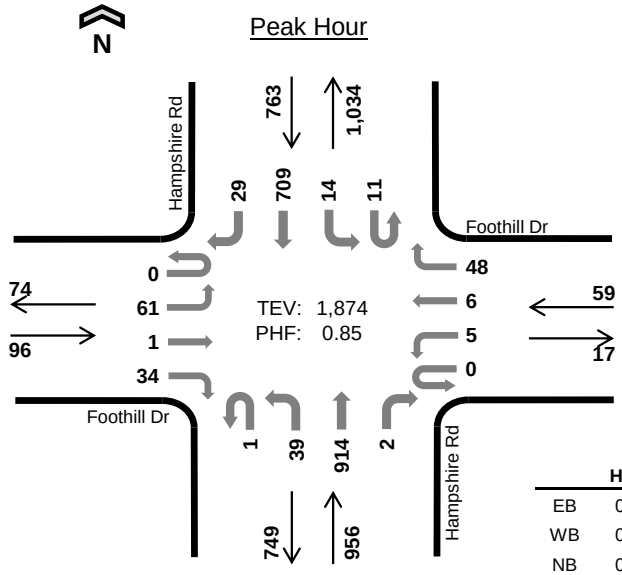
Interval Start	Foothill Dr Eastbound			Foothill Dr Westbound			Hampshire Rd Northbound			Hampshire Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	1	0	0	1	0	3	0
7:45 AM	0	0	1	0	0	0	0	0	0	0	3	0	4	8
8:00 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	8
8:15 AM	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**4**	12
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**4**	13
8:45 AM	**0**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**1**	**0**	**5**	**14**
Count Total	0	0	9	0	1	0	0	3	1	0	7	1	22	0
Peak Hour	**0**	**0**	**6**	**0**	**1**	**0**	**0**	**2**	**1**	**0**	**3**	**1**	**14**	**0**

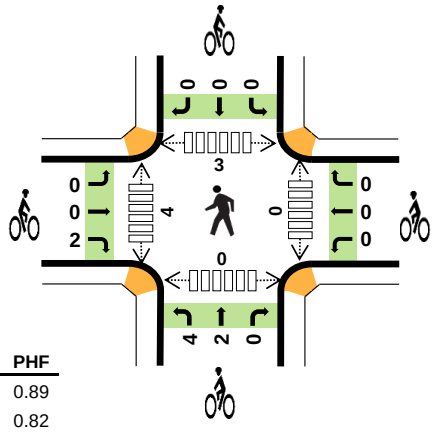
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Hampshire Rd
Foothill Dr

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:45 PM to 5:45 PM

Peak Hour





	HV %:	PHF
EB	0.0%	0.89
WB	0.0%	0.82
NB	0.6%	0.77
SB	0.9%	0.96
TOTAL	0.7%	0.85

Two-Hour Count Summaries

Interval Start	Foothill Dr Eastbound				Foothill Dr Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	17	1	11	0	1	0	11	1	6	243	1	1	4	185	8	490	0
4:15 PM	0	17	1	7	0	1	1	9	0	15	188	1	3	2	177	8	430	0
4:30 PM	0	14	0	5	0	1	1	9	0	8	191	1	4	0	173	4	411	0
4:45 PM	**0**	**14**	**1**	**11**	**0**	**1**	**0**	**16**	**0**	**6**	**195**	**0**	**0**	**1**	**167**	**13**	**425**	1,756
5:00 PM	**0**	**20**	**0**	**7**	**0**	**2**	**1**	**15**	**1**	**14**	**293**	**1**	**6**	**4**	**182**	**6**	**552**	1,818
5:15 PM	**0**	**14**	**0**	**6**	**0**	**2**	**4**	**12**	**0**	**8**	**230**	**1**	**4**	**7**	**181**	**6**	**475**	1,863
5:30 PM	**0**	**13**	**0**	**10**	**0**	**0**	**1**	**5**	**0**	**11**	**196**	**0**	**1**	**2**	**179**	**4**	**422**	**1,874**
5:45 PM	0	8	1	6	0	3	0	4	0	5	167	1	3	6	199	7	410	1,859
Count Total	0	117	4	63	0	11	8	81	2	73	1,703	6	22	26	1,443	56	3,615	0
Peak Hour All	**0**	**61**	**1**	**34**	**0**	**5**	**6**	**48**	**1**	**39**	**914**	**2**	**11**	**14**	**709**	**29**	**1,874**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**6**	**0**	**13**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**0%**	**0%**	**0%**	**0%**	**3%**	**1%**	**0%**	**0%**	**7%**	**1%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	0	0	2	2	*4*	0	0	0	0	*0*	0	1	0	0	*1*
4:15 PM	2	0	0	0	*2*	1	0	1	3	*5*	2	2	0	0	*4*
4:30 PM	1	0	0	2	*3*	1	0	1	1	*3*	0	3	0	0	*3*
4:45 PM	**0**	**0**	**2**	**4**	***6***	**0**	**0**	**2**	**0**	***2***	**0**	**0**	**2**	**0**	*2*
5:00 PM	**0**	**0**	**3**	**1**	***4***	**1**	**0**	**1**	**0**	***2***	**0**	**1**	**0**	**0**	*1*
5:15 PM	**0**	**0**	**0**	**2**	***2***	**0**	**0**	**3**	**0**	***3***	**0**	**1**	**0**	**0**	*1*
5:30 PM	**0**	**0**	**1**	**0**	***1***	**1**	**0**	**0**	**0**	***1***	**0**	**2**	**1**	**0**	***3***
5:45 PM	0	0	4	3	*7*	0	0	0	1	*1*	0	0	0	0	*0*
Count Total	3	0	12	14	*29*	4	0	8	5	*17*	2	10	3	0	*15*
Peak Hour	**0**	**0**	**6**	**7**	***13***	**2**	**0**	**6**	**0**	***8***	**0**	**4**	**3**	**0**	***7***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Foothill Dr Eastbound				Foothill Dr Westbound				Hampshire Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4	0
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**0**	**6**	15
5:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**1**	**0**	**0**	**4**	15
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**2**	15
5:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**13**
5:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	1	2	0	7	14
Count Total	0	3	0	0	0	0	0	0	0	1	11	0	0	2	12	0	29	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**5**	**0**	**0**	**1**	**6**	**0**	**13**	**0**

Two-Hour Count Summaries - Bikes

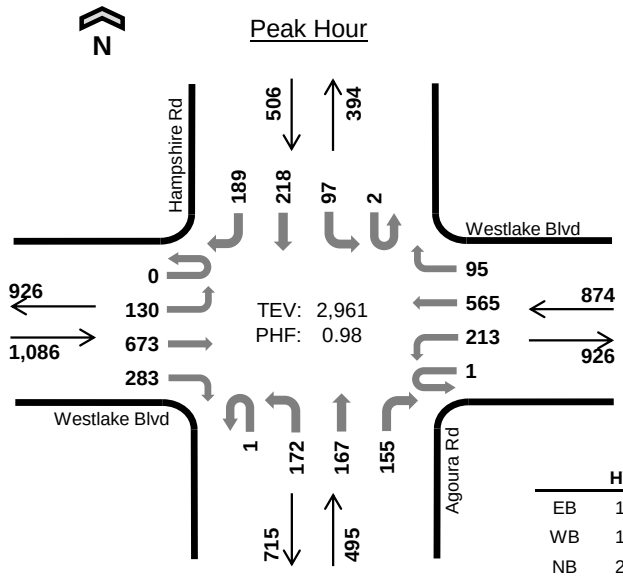
Interval Start	Foothill Dr Eastbound			Foothill Dr Westbound			Hampshire Rd Northbound			Hampshire Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	1	0	0	2	1	5	0
4:30 PM	0	0	1	0	0	0	1	0	0	0	1	0	3	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	10
5:00 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**2**	12
5:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	10
5:30 PM	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**8**
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	7
Count Total	0	0	4	0	0	0	5	3	0	0	4	1	17	0
Peak Hour	**0**	**0**	**2**	**0**	**0**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**8**	**0**

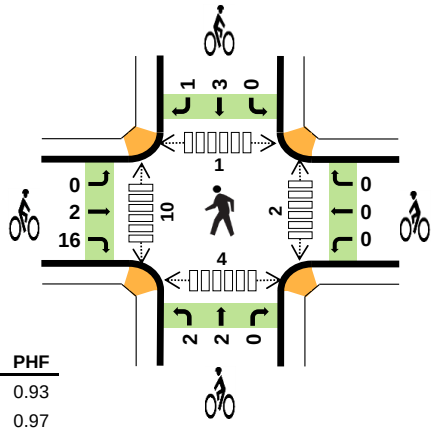
Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Agoura Rd
Westlake Blvd

Date: 09-29-2021
Count Period: 7:00 AM to 9:00 AM
Peak Hour: 8:00 AM to 9:00 AM

Peak Hour





	HV %:	PHF
EB	1.0%	0.93
WB	1.6%	0.97
NB	2.6%	0.92
SB	1.4%	0.85
TOTAL	1.5%	0.98

Two-Hour Count Summaries

Interval Start	Westlake Blvd Eastbound				Westlake Blvd Westbound				Agoura Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	9	70	15	0	28	80	8	0	9	18	13	0	5	22	30	307	0
7:15 AM	0	9	82	26	1	29	85	5	0	28	19	27	0	10	16	28	365	0
7:30 AM	2	17	128	61	3	33	122	9	0	21	25	35	0	7	31	38	532	0
7:45 AM	0	25	146	65	1	46	129	22	0	37	48	22	0	14	69	54	678	1,882
8:00 AM	**0**	**25**	**153**	**84**	**0**	**37**	**150**	**38**	**0**	**41**	**47**	**34**	**0**	**38**	**45**	**56**	**748**	2,323
8:15 AM	**0**	**35**	**165**	**69**	**1**	**50**	**143**	**26**	**0**	**44**	**37**	**34**	**0**	**22**	**44**	**46**	**716**	2,674
8:30 AM	**0**	**43**	**184**	**66**	**0**	**67**	**133**	**17**	**0**	**45**	**39**	**40**	**1**	**17**	**56**	**33**	**741**	2,883
8:45 AM	**0**	**27**	**171**	**64**	**0**	**59**	**139**	**14**	**1**	**42**	**44**	**47**	**1**	**20**	**73**	**54**	**756**	**2,961**
Count Total	2	190	1,099	450	6	349	981	139	1	267	277	252	2	133	356	339	4,843	0
Peak Hour All	**0**	**130**	**673**	**283**	**1**	**213**	**565**	**95**	**1**	**172**	**167**	**155**	**2**	**97**	**218**	**189**	**2,961**	**0**
Peak Hour HV	**0**	**1**	**8**	**2**	**0**	**4**	**10**	**0**	**0**	**1**	**5**	**7**	**0**	**3**	**3**	**1**	**45**	**0**
Peak Hour HV%	**-**	**1%**	**1%**	**1%**	**0%**	**2%**	**2%**	**0%**	**0%**	**1%**	**3%**	**5%**	**0%**	**3%**	**1%**	**1%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
7:00 AM	0	7	3	2	*12*	1	0	0	0	*1*	0	0	0	1	*1*
7:15 AM	0	2	2	2	*6*	0	0	2	0	*2*	0	2	0	3	*5*
7:30 AM	1	3	2	1	*7*	2	0	0	2	*4*	0	1	1	7	*9*
7:45 AM	2	5	4	1	*12*	4	0	1	5	*10*	0	0	0	1	*1*
8:00 AM	**2**	**4**	**0**	**2**	***8***	**7**	**0**	**0**	**1**	***8***	**0**	**2**	**0**	**0**	*2*
8:15 AM	**6**	**5**	**3**	**3**	***17***	**6**	**0**	**1**	**1**	***8***	**0**	**1**	**0**	**2**	*3*
8:30 AM	**3**	**2**	**3**	**2**	***10***	**1**	**0**	**3**	**0**	***4***	**1**	**5**	**0**	**1**	*7*
8:45 AM	**0**	**3**	**7**	**0**	***10***	**4**	**0**	**0**	**2**	***6***	**1**	**2**	**1**	**1**	***5***
Count Total	14	31	24	13	*82*	25	0	7	11	*43*	2	13	2	16	*33*
Peak Hour	**11**	**14**	**13**	**7**	***45***	**18**	**0**	**4**	**4**	***26***	**2**	**10**	**1**	**4**	***17***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Westlake Blvd				Westlake Blvd				Agoura Rd				Hampshire Rd				15-min Total	Rolling One Hour
	Eastbound				Westbound				Northbound				Southbound					
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
7:00 AM	0	0	0	0	0	2	4	1	0	0	1	2	0	1	0	1	12	0
7:15 AM	0	0	0	0	1	1	0	0	0	0	1	1	0	2	0	0	6	0
7:30 AM	0	0	1	0	0	1	2	0	0	0	1	1	0	0	0	1	7	0
7:45 AM	0	0	2	0	0	2	2	1	0	0	2	2	0	1	0	0	12	37
8:00 AM	**0**	**0**	**1**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**8**	33
8:15 AM	**0**	**1**	**4**	**1**	**0**	**0**	**5**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**1**	**1**	**17**	44
8:30 AM	**0**	**0**	**3**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**1**	**2**	**0**	**1**	**1**	**0**	**10**	47
8:45 AM	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**1**	**3**	**3**	**0**	**0**	**0**	**0**	**10**	**45**
Count Total	0	1	11	2	1	10	18	2	0	1	10	13	0	7	3	3	82	0
Peak Hour	**0**	**1**	**8**	**2**	**0**	**4**	**10**	**0**	**0**	**1**	**5**	**7**	**0**	**3**	**3**	**1**	**45**	**0**

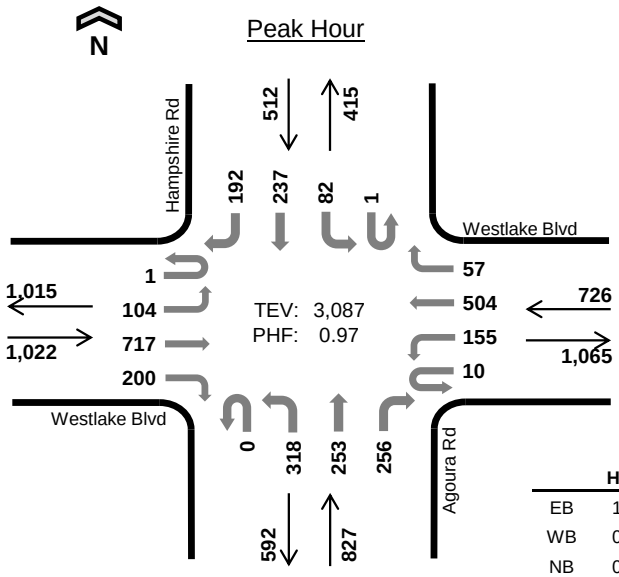
Two-Hour Count Summaries - Bikes

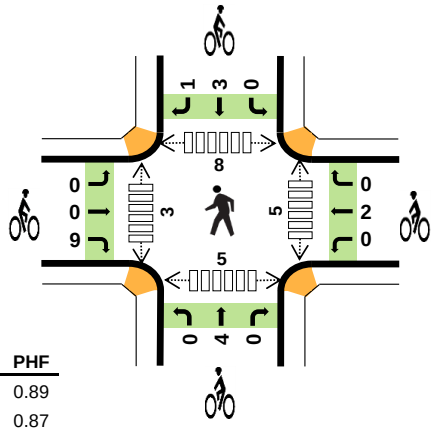
Interval Start	Westlake Blvd			Westlake Blvd			Agoura Rd			Hampshire Rd			15-min Total	Rolling One Hour
	Eastbound			Westbound			Northbound			Southbound				
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0
7:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	2	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	2	4	0
7:45 AM	0	1	3	0	0	0	1	0	0	0	4	1	10	17
8:00 AM	**0**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**8**	24
8:15 AM	**0**	**2**	**4**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**8**	30
8:30 AM	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**4**	30
8:45 AM	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**6**	**26**
Count Total	0	3	22	0	0	0	5	2	0	0	7	4	43	0
Peak Hour	**0**	**2**	**16**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**3**	**1**	**26**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Agoura Rd
Westlake Blvd

Date: 09-29-2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:15 PM to 5:15 PM





	HV %:	PHF
EB	1.0%	0.89
WB	0.7%	0.87
NB	0.8%	0.91
SB	0.8%	0.97
TOTAL	0.8%	0.97

Two-Hour Count Summaries

Interval Start		Westlake Blvd Eastbound				Westlake Blvd Westbound				Agoura Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
		UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM		0	15	184	52	1	56	134	12	1	65	62	64	1	22	46	59	774	0
4:15 PM		**0**	**30**	**144**	**64**	**1**	**44**	**120**	**17**	**0**	**77**	**79**	**67**	**1**	**11**	**70**	**50**	**775**	0
4:30 PM		**0**	**22**	**220**	**45**	**4**	**39**	**151**	**15**	**0**	**72**	**48**	**53**	**0**	**29**	**43**	**44**	**785**	0
4:45 PM		**1**	**25**	**160**	**49**	**2**	**31**	**120**	**10**	**0**	**81**	**56**	**67**	**0**	**18**	**60**	**54**	**734**	3,068
5:00 PM		**0**	**27**	**193**	**42**	**3**	**41**	**113**	**15**	**0**	**88**	**70**	**69**	**0**	**24**	**64**	**44**	**793**	**3,087**
5:15 PM		1	21	181	46	1	32	94	17	0	64	63	63	0	20	48	29	680	2,992
5:30 PM		0	23	134	46	5	32	139	15	0	65	54	61	0	17	46	52	689	2,896
5:45 PM		1	21	143	44	2	35	115	15	0	68	63	51	0	23	50	36	667	2,829
Count Total		3	184	1,359	388	19	310	986	116	1	580	495	495	2	164	427	368	5,897	0
Peak Hour	**All**	**1**	**104**	**717**	**200**	**10**	**155**	**504**	**57**	**0**	**318**	**253**	**256**	**1**	**82**	**237**	**192**	**3,087**	**0**
	HV	**0**	**1**	**8**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**4**	**0**	**26**	**0**
	HV%	**0%**	**1%**	**1%**	**1%**	**0%**	**2%**	**0%**	**0%**	**-**	**0%**	**1%**	**2%**	**0%**	**0%**	**2%**	**0%**	**1%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	1	1	0	2	*4*	4	0	0	1	*5*	0	5	1	1	*7*
4:15 PM	**4**	**0**	**2**	**1**	***7***	**2**	**0**	**0**	**3**	***5***	**2**	**0**	**2**	**0**	*4*
4:30 PM	**3**	**2**	**2**	**1**	***8***	**2**	**0**	**1**	**1**	***4***	**0**	**0**	**2**	**2**	*4*
4:45 PM	**0**	**2**	**2**	**0**	***4***	**2**	**0**	**0**	**0**	***2***	**0**	**1**	**0**	**1**	*2*
5:00 PM	**3**	**1**	**1**	**2**	***7***	**3**	**2**	**3**	**0**	***8***	**3**	**2**	**4**	**2**	***11***
5:15 PM	1	1	4	2	*8*	3	0	2	0	*5*	0	2	0	1	*3*
5:30 PM	0	0	1	0	*1*	10	1	0	0	*11*	0	0	1	2	*3*
5:45 PM	1	1	0	1	*3*	7	0	0	0	*7*	4	0	5	1	*10*
Count Total	13	8	12	9	*42*	33	3	6	5	*47*	9	10	15	10	*44*
Peak Hour	**10**	**5**	**7**	**4**	***26***	**9**	**2**	**4**	**4**	***19***	**5**	**3**	**8**	**5**	***21***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	Westlake Blvd Eastbound				Westlake Blvd Westbound				Agoura Rd Northbound				Hampshire Rd Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	2	0	4	0
4:15 PM	**0**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**1**	**0**	**7**	0
4:30 PM	**0**	**0**	**3**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**2**	**0**	**0**	**1**	**0**	**8**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**4**	23
5:00 PM	**0**	**1**	**2**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**2**	**0**	**7**	**26**
5:15 PM	0	0	1	0	0	1	0	0	0	2	0	2	0	1	1	0	8	27
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	20
5:45 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	3	19
Count Total	0	1	11	1	0	4	2	2	0	2	3	7	0	1	8	0	42	0
Peak Hour	**0**	**1**	**8**	**1**	**0**	**3**	**2**	**0**	**0**	**0**	**3**	**4**	**0**	**0**	**4**	**0**	**26**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	Westlake Blvd Eastbound			Westlake Blvd Westbound			Agoura Rd Northbound			Hampshire Rd Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	2	0	2	0	0	0	0	0	0	0	0	1	5	0
4:15 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1**	**5**	0
4:30 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**1**	**0**	**4**	0
4:45 PM	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	16
5:00 PM	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**8**	**19**
5:15 PM	0	0	3	0	0	0	1	1	0	0	0	0	5	19
5:30 PM	0	1	9	0	1	0	0	0	0	0	0	0	11	26
5:45 PM	0	0	7	0	0	0	0	0	0	0	0	0	7	31
Count Total	2	1	30	0	3	0	1	5	0	0	3	2	47	0
Peak Hour	**0**	**0**	**9**	**0**	**2**	**0**	**0**	**4**	**0**	**0**	**3**	**1**	**19**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

APPENDIX B – LOS CALCULATION SHEETS

Existing LOS Calculation Sheets

Thousand Oaks TIA

Vistro File: K:\...\20220105_TO Ranch_master.vistro
Report File: K:\...\EX_AM.pdf

Scenario 1 AM_EX
1/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	WB Left	0.250	10.3	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.336	3.3	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.669	17.0	B
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.496	14.4	B
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.585	19.9	B
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.456	22.3	C
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.358	6.4	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	SB Left	0.585	28.2	C

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.250

Intersection Setup

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	89	61	29	105	86	32	29	379	105	24	303	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	89	61	29	105	86	32	29	379	105	24	303	58
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	24	16	8	28	23	9	8	102	28	6	81	16
Total Analysis Volume [veh/h]	96	66	31	113	92	34	31	408	113	26	326	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	41	41	41	41	41	41	41	41	41	41
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	10	9	10	6	16	16	6	16	16
g / C, Green / Cycle	0.21	0.24	0.22	0.25	0.15	0.39	0.39	0.14	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.06	0.06	0.07	0.02	0.12	0.07	0.01	0.09	0.04
s, saturation flow rate [veh/h]	3420	1750	1761	1765	1761	3520	1572	1761	3520	1572
c, Capacity [veh/h]	729	426	392	446	265	1376	614	252	1350	603
d1, Uniform Delay [s]	13.29	12.65	13.47	12.54	15.33	8.76	8.34	15.54	8.74	8.25
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.10	0.15	0.13	0.07	0.04	0.05	0.07	0.03	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.13	0.23	0.29	0.28	0.12	0.30	0.18	0.10	0.24	0.10
d, Delay for Lane Group [s/veh]	13.32	12.75	13.61	12.67	15.40	8.80	8.40	15.61	8.77	8.28
Lane Group LOS	B	B	B	B	B	A	A	B	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.31	0.61	0.75	0.79	0.22	0.90	0.48	0.18	0.72	0.26
50th-Percentile Queue Length [ft/ln]	7.70	15.24	18.70	19.76	5.39	22.58	12.03	4.57	17.94	6.50
95th-Percentile Queue Length [veh/ln]	0.55	1.10	1.35	1.42	0.39	1.63	0.87	0.33	1.29	0.47
95th-Percentile Queue Length [ft/ln]	13.86	27.44	33.65	35.57	9.71	40.64	21.65	8.22	32.30	11.71

Movement, Approach, & Intersection Results

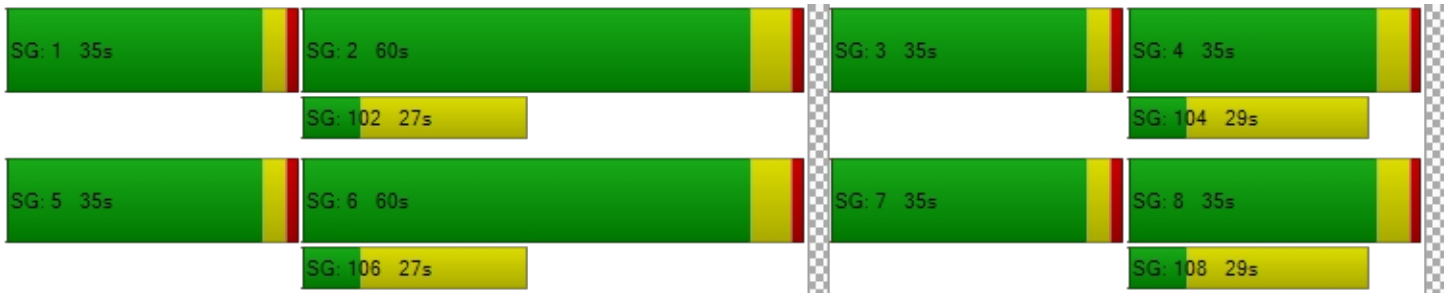
d_M, Delay for Movement [s/veh]	13.32	12.75	12.75	13.61	12.67	12.67	15.40	8.80	8.40	15.61	8.77	8.28
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.03			13.11			9.09			9.13		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.33											
Intersection LOS	B											
Intersection V/C	0.250											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.16	11.16	11.16	11.16
l_p,int, Pedestrian LOS Score for Intersection	2.188	2.024	2.598	2.590
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1449	1449	2609	2609
d_b, Bicycle Delay [s]	1.57	1.57	1.92	1.92
l_b,int, Bicycle LOS Score for Intersection	1.878	1.954	2.015	1.901
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	12	17	15	167	13	36	28	521	6	17	489	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	17	15	167	13	36	28	521	6	17	489	142
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	4	44	3	9	7	137	2	4	129	37
Total Analysis Volume [veh/h]	13	18	16	176	14	38	29	548	6	18	515	149
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	27	27	27	27	27	27	27	27
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.41	0.41	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.04	0.15	0.15	0.02	0.18	0.19
s, saturation flow rate [veh/h]	1734	1509	803	1871	1864	889	1871	1729
c, Capacity [veh/h]	884	856	667	1099	1095	730	1099	1016
d1, Uniform Delay [s]	4.84	5.48	3.50	2.74	2.74	3.14	2.86	2.86
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.06	0.01	0.04	0.04	0.00	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.27	0.04	0.25	0.25	0.02	0.31	0.32
d, Delay for Lane Group [s/veh]	4.85	5.54	3.51	2.78	2.78	3.15	2.92	2.93
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.42	0.02	0.02	0.02	0.01	0.02	0.02
50th-Percentile Queue Length [ft/ln]	1.94	10.58	0.53	0.38	0.38	0.24	0.50	0.51
95th-Percentile Queue Length [veh/ln]	0.14	0.76	0.04	0.03	0.03	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	3.49	19.05	0.95	0.68	0.68	0.44	0.91	0.91

Movement, Approach, & Intersection Results

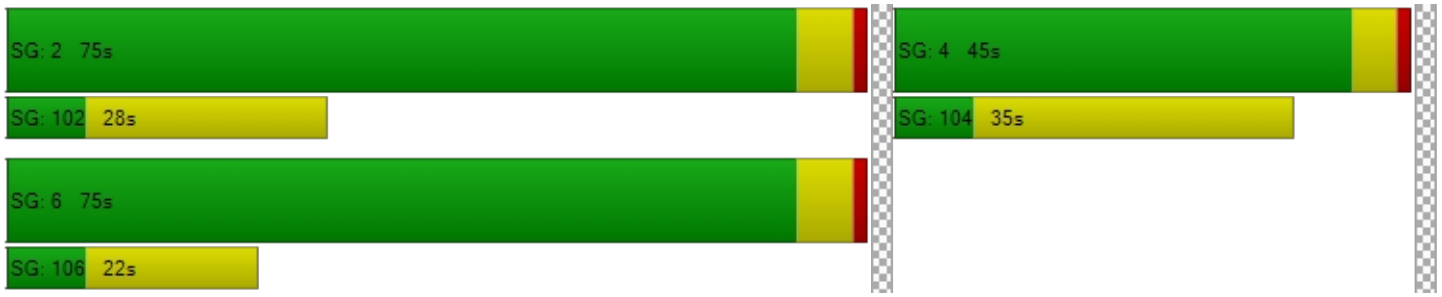
d_M, Delay for Movement [s/veh]	4.85	4.85	4.85	5.54	5.54	5.54	3.51	2.78	2.78	3.15	2.92	2.93
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.85			5.54			2.82			2.93		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.33											
Intersection LOS	A											
Intersection V/C	0.336											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.83	4.83	4.83	4.83
l_p,int, Pedestrian LOS Score for Intersection	1.702	1.883	2.500	2.794
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2939	2939	5069	5069
d_b, Bicycle Delay [s]	3.00	3.00	32.06	32.06
l_b,int, Bicycle LOS Score for Intersection	1.637	1.936	2.041	2.122
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	17.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.669

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	425	37	555	0	0	15	5	321	384	197	303	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.60	1.60	1.60	2.00	2.00	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	425	37	555	0	0	15	5	321	384	197	303	2
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	111	10	145	0	0	4	1	84	100	51	79	1
Total Analysis Volume [veh/h]	443	39	578	0	0	16	5	334	400	205	316	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	64	64	64	64	64	64	64	64	64	64
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	27	27	27	6	5	21	21	11	27	27
g / C, Green / Cycle	0.41	0.41	0.41	0.09	0.07	0.32	0.32	0.17	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.13	0.13	0.35	0.01	0.00	0.09	0.25	0.06	0.08	0.08
s, saturation flow rate [veh/h]	1787	1801	1658	1595	1787	3572	1595	3470	1876	1872
c, Capacity [veh/h]	736	741	683	142	127	1156	516	582	788	786
d1, Uniform Delay [s]	12.92	12.91	17.16	27.07	27.94	16.30	19.72	23.78	11.87	11.87
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.09	1.15	0.13	0.05	0.05	0.95	0.13	0.05	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.33	0.85	0.11	0.04	0.29	0.77	0.35	0.20	0.20
d, Delay for Lane Group [s/veh]	13.02	13.00	18.31	27.19	27.98	16.35	20.67	23.92	11.92	11.92
Lane Group LOS	B	B	B	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.09	2.08	6.80	0.23	0.07	1.67	4.94	1.29	1.27	1.27
50th-Percentile Queue Length [ft/ln]	52.19	52.12	170.08	5.82	1.73	41.64	123.50	32.35	31.85	31.79
95th-Percentile Queue Length [veh/ln]	3.76	3.75	11.08	0.42	0.12	3.00	8.59	2.33	2.29	2.29
95th-Percentile Queue Length [ft/ln]	93.93	93.81	277.02	10.47	3.12	74.95	214.63	58.23	57.33	57.23

Movement, Approach, & Intersection Results

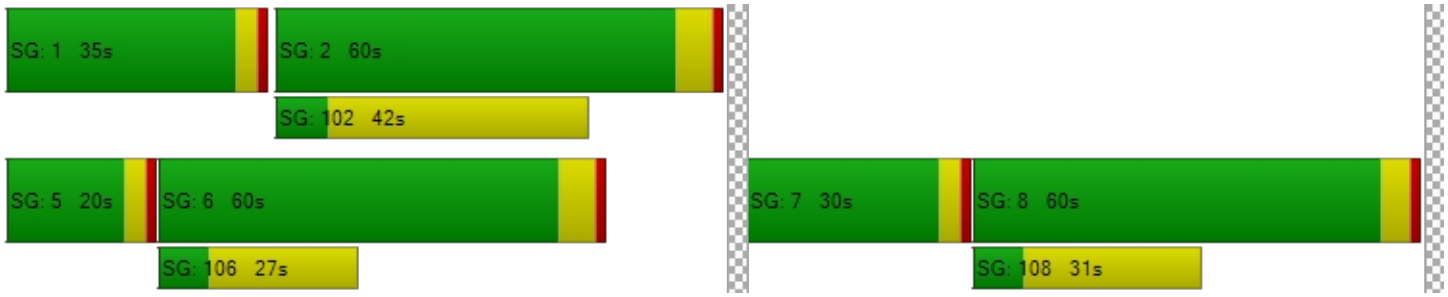
d_M, Delay for Movement [s/veh]	13.01	13.00	18.31	0.00	0.00	27.19	27.98	16.35	20.67	23.92	11.92	11.92
Movement LOS	B	B	B			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	15.90			27.19			18.77			16.62		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	17.04											
Intersection LOS	B											
Intersection V/C	0.669											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.15	22.15	0.00	22.15
l_p,int, Pedestrian LOS Score for Intersection	2.660	1.712	0.000	2.706
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1707	807	1676	1676
d_b, Bicycle Delay [s]	0.69	11.46	0.84	0.84
l_b,int, Bicycle LOS Score for Intersection	3.309	1.560	2.169	1.991
Bicycle LOS	C	A	B	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.496

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	380	758	0	0	426	224	0	0	0	142	0	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.40	1.40	2.00	2.00	1.40	1.40	2.00	2.00	2.00	1.40	2.00	1.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	380	758	0	0	426	224	0	0	0	142	0	280
Peak Hour Factor	0.9400	0.9400	1.0000	1.0000	0.9400	0.9400	1.0000	1.0000	1.0000	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	101	202	0	0	113	60	0	0	0	38	0	74
Total Analysis Volume [veh/h]	404	806	0	0	453	238	0	0	0	151	0	298
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	29	71	0	0	37	0	0	0	0	39	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	46	46	46	46		46	46
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	9	24	10	10		12	12
g / C, Green / Cycle	0.19	0.52	0.23	0.23		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.13	0.25	0.14	0.16		0.09	0.21
s, saturation flow rate [veh/h]	3128	3220	3220	1495		1611	1437
c, Capacity [veh/h]	588	1681	729	338		423	377
d1, Uniform Delay [s]	17.57	7.07	16.16	16.52		13.93	15.92
k, delay calibration	0.11	0.11	0.11	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.44	0.21	0.87	2.67		0.51	3.73
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.48	0.62	0.70		0.36	0.79
d, Delay for Lane Group [s/veh]	19.00	7.28	17.04	19.19		14.44	19.66
Lane Group LOS	B	A	B	B		B	B
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	1.71	1.44	1.77	2.06		1.05	2.62
50th-Percentile Queue Length [ft/ln]	42.78	35.90	44.25	51.43		26.15	65.39
95th-Percentile Queue Length [veh/ln]	3.08	2.58	3.19	3.70		1.88	4.71
95th-Percentile Queue Length [ft/ln]	77.01	64.62	79.65	92.58		47.07	117.71

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.00	7.28	0.00	0.00	17.04	19.19	0.00	0.00	0.00	14.44	0.00	19.66
Movement LOS	B	A			B	B				B		B
d_A, Approach Delay [s/veh]	11.19			17.78			0.00			17.90		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	14.41											
Intersection LOS	B											
Intersection V/C	0.496											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	13.44	13.44
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.989	2.005
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3070	1600	0	1686
d_b, Bicycle Delay [s]	6.62	0.93	23.13	0.57
l_b,int, Bicycle LOS Score for Intersection	2.558	2.130	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	19.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	558	146	227	341	0	580	0	839	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.20	1.20	1.20	1.20	2.00	1.20	1.20	1.20	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	558	146	227	341	0	580	0	839	0	0	0
Peak Hour Factor	1.0000	0.9700	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	144	38	59	88	0	149	0	216	0	0	0
Total Analysis Volume [veh/h]	0	575	151	234	352	0	598	0	865	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	26	0	26	57	0	0	53	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	60	60	60	60	60	60	60	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	10	10	11	25	25	25	25	
g / C, Green / Cycle	0.16	0.16	0.18	0.42	0.41	0.41	0.41	
(v / s)_i Volume / Saturation Flow Rate	0.09	0.10	0.15	0.21	0.30	0.33	0.34	
s, saturation flow rate [veh/h]	6152	1497	1613	1694	1613	1476	1440	
c, Capacity [veh/h]	985	240	287	714	665	608	594	
d1, Uniform Delay [s]	23.38	23.57	23.75	12.70	14.87	15.50	15.69	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.55	2.71	5.60	0.53	1.59	2.51	2.91	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.58	0.63	0.82	0.49	0.73	0.80	0.82	
d, Delay for Lane Group [s/veh]	23.93	26.28	29.35	13.23	16.46	18.01	18.60	
Lane Group LOS	C	C	C	B	B	B	B	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.69	1.93	3.22	2.80	4.64	4.96	5.07	
50th-Percentile Queue Length [ft/ln]	42.26	48.27	80.47	70.10	116.12	123.98	126.78	
95th-Percentile Queue Length [veh/ln]	3.04	3.48	5.79	5.05	8.18	8.61	8.76	
95th-Percentile Queue Length [ft/ln]	76.06	86.89	144.85	126.18	204.48	215.29	219.11	

Movement, Approach, & Intersection Results

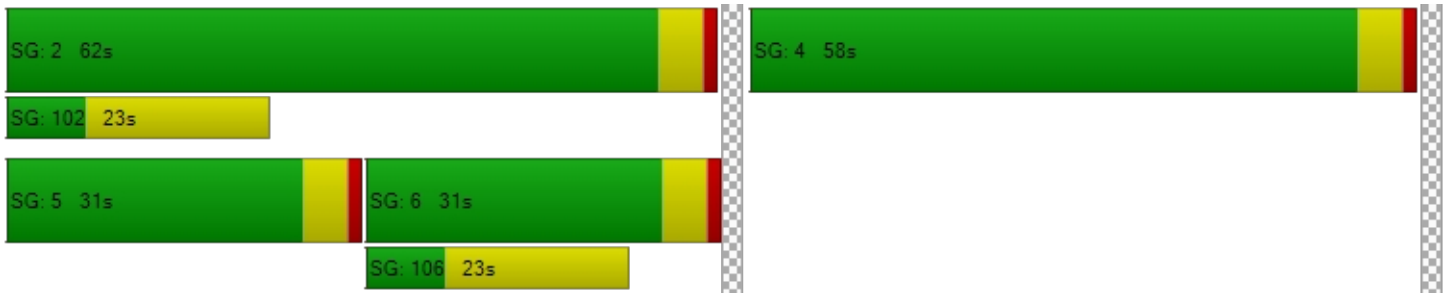
d_M, Delay for Movement [s/veh]	0.00	23.93	26.28	29.35	13.23	0.00	16.75	18.01	18.35	0.00	0.00	0.00
Movement LOS		C	C	C	B		B	B	B			
d_A, Approach Delay [s/veh]	24.42			19.67			17.69			0.00		
Approach LOS	C			B			B			A		
d_I, Intersection Delay [s/veh]	19.87											
Intersection LOS	B											
Intersection V/C	0.585											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	19.98	19.98
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.631	1.880
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	867	1902	1768	0
d_b, Bicycle Delay [s]	9.61	0.07	0.40	29.97
l_b,int, Bicycle LOS Score for Intersection	1.859	2.527	3.974	4.132
Bicycle LOS	A	B	D	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.456

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	101	684	47	0	973	207	0	0	167	0	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	1.30	1.30	0.00	1.30	1.30	0.00	2.00	1.30	2.00	2.00	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	684	47	0	973	207	0	0	167	0	0	20
Peak Hour Factor	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	1.0000	1.0000	0.9700	1.0000	1.0000	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	176	12	0	251	53	0	0	43	0	0	5
Total Analysis Volume [veh/h]	104	705	48	0	1003	213	0	0	172	0	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.46	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.29	0.00	0.00	12.04
Movement LOS	B	A	A		A	A			C			B
95th-Percentile Queue Length [veh/ln]	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.31	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	16.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	57.64	0.00	0.00	3.08
d_A, Approach Delay [s/veh]	1.54			0.00			22.29			12.04		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	34	584	6	0	51	941	53	80	2	36	2	3	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	2.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	584	6	0	51	941	53	80	2	36	2	3	28
Peak Hour Factor	0.9600	0.9600	0.9600	1.00	0.96	0.96	0.96	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	152	2	0	13	245	14	21	1	9	1	1	7
Total Analysis Volume [veh/h]	35	608	6	0	53	980	55	83	2	38	2	3	29
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	33	33	33	33	33	33	33	33	33	33
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	16	16	7	17	17	10	10	10	10
g / C, Green / Cycle	0.20	0.48	0.48	0.22	0.50	0.50	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.03	0.28	0.28	0.06	0.02	0.00	0.02
s, saturation flow rate [veh/h]	1717	3575	1868	1788	1877	1843	1429	1596	1722	1596
c, Capacity [veh/h]	339	1709	893	396	942	925	641	480	667	480
d1, Uniform Delay [s]	11.06	5.17	5.17	10.51	5.78	5.78	8.74	8.43	8.25	8.38
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.10	0.19	0.06	0.51	0.52	0.03	0.03	0.00	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.24	0.24	0.13	0.55	0.55	0.13	0.08	0.01	0.06
d, Delay for Lane Group [s/veh]	11.11	5.27	5.36	10.57	6.30	6.31	8.77	8.46	8.25	8.40
Lane Group LOS	B	A	A	B	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.17	0.47	0.51	0.21	0.90	0.89	0.35	0.15	0.02	0.12
50th-Percentile Queue Length [ft/ln]	4.20	11.73	12.85	5.18	22.53	22.18	8.83	3.83	0.49	2.90
95th-Percentile Queue Length [veh/ln]	0.30	0.84	0.92	0.37	1.62	1.60	0.64	0.28	0.04	0.21
95th-Percentile Queue Length [ft/ln]	7.57	21.11	23.12	9.32	40.55	39.92	15.90	6.89	0.88	5.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.11	5.30	5.36	10.5	10.5	6.30	6.31	8.77	8.77	8.46	8.25	8.25	8.40
Movement LOS	B	A	A	B	B	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.61			6.51				8.68			8.38		
Approach LOS	A			A				A			A		
d_I, Intersection Delay [s/veh]	6.38												
Intersection LOS	A												
Intersection V/C	0.358												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	7.54	7.54	7.54
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.950	1.937	1.904
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3586	3586	2211	2211
d_b, Bicycle Delay [s]	10.52	10.52	0.19	0.19
l_b,int, Bicycle LOS Score for Intersection	3.508	4.096	2.681	2.534
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	43	40	25	56	48	33	172	72	55	144	24
Total Analysis Volume [veh/h]	177	170	158	101	222	193	133	687	289	218	577	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	13	38	0	13	38	0	10	34	0	15	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	71	71	71	71	71	71	71	71	71	71	71	71
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	10	16	16	6	12	12	7	19	19	11	23	23
g / C, Green / Cycle	0.13	0.22	0.22	0.08	0.17	0.17	0.10	0.26	0.26	0.16	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.11	0.06	0.07	0.13	0.08	0.21	0.21	0.14	0.14	0.14
s, saturation flow rate [veh/h]	1609	3217	1436	1609	3217	1494	1609	3217	1447	1609	3217	1569
c, Capacity [veh/h]	215	708	316	128	534	248	165	838	377	259	1026	500
d1, Uniform Delay [s]	30.23	23.02	24.50	32.42	26.79	28.65	31.46	24.77	24.83	29.19	19.35	19.39
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.64	0.17	1.22	10.33	0.52	5.26	8.81	1.83	4.13	9.11	0.30	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.24	0.50	0.79	0.42	0.78	0.80	0.80	0.81	0.84	0.44	0.44
d, Delay for Lane Group [s/veh]	37.87	23.19	25.72	42.75	27.31	33.91	40.27	26.60	28.96	38.30	19.65	20.01
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	B	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.17	1.09	2.22	1.95	1.59	3.24	2.50	5.03	4.81	4.02	2.72	2.73
50th-Percentile Queue Length [ft/ln]	79.25	27.18	55.61	48.82	39.72	81.10	62.61	125.70	120.28	100.40	67.97	68.26
95th-Percentile Queue Length [veh/ln]	5.71	1.96	4.00	3.52	2.86	5.84	4.51	8.71	8.41	7.23	4.89	4.91
95th-Percentile Queue Length [ft/ln]	142.64	48.93	100.10	87.88	71.49	145.97	112.69	217.64	210.21	180.73	122.35	122.86

Movement, Approach, & Intersection Results

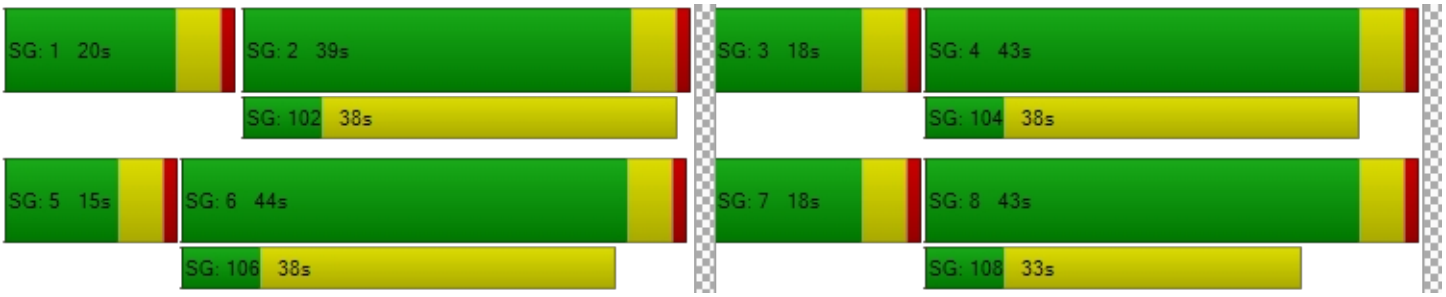
d_M, Delay for Movement [s/veh]	37.87	23.19	25.72	42.75	27.31	33.91	40.27	26.65	28.96	38.30	19.73	20.01
Movement LOS	D	C	C	D	C	C	D	C	C	D	B	C
d_A, Approach Delay [s/veh]	29.13			32.80			28.89			24.30		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.24											
Intersection LOS	C											
Intersection V/C	0.585											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	25.59	25.59	25.59	25.59
l_p,int, Pedestrian LOS Score for Intersection	2.741	2.773	2.963	2.923
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1063	1063	951	1091
d_b, Bicycle Delay [s]	7.84	7.84	9.83	7.38
l_b,int, Bicycle LOS Score for Intersection	1.976	1.985	2.170	2.050
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Thousand Oaks TIA

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Report File: K:\...\EX_PM.pdf

Scenario 2 PM_EX
1/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.354	11.2	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.468	3.7	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.716	20.0	B
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.916	57.1	E
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.609	22.3	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.665	28.3	D
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	SB Left	0.336	6.5	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	NB Left	0.693	42.5	D

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.354

Intersection Setup

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	116	104	66	80	51	35	42	512	103	59	646	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	116	104	66	80	51	35	42	512	103	59	646	117
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	30	27	17	21	13	9	11	132	27	15	166	30
Total Analysis Volume [veh/h]	120	107	68	82	53	36	43	528	106	61	666	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	43	43	43	43	43	43	43	43	43	43
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	11	8	10	7	16	16	8	17	17
g / C, Green / Cycle	0.22	0.26	0.20	0.24	0.16	0.37	0.37	0.18	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.03	0.10	0.05	0.05	0.02	0.15	0.07	0.03	0.19	0.08
s, saturation flow rate [veh/h]	3486	1764	1795	1759	1795	3589	1602	1795	3589	1602
c, Capacity [veh/h]	757	455	351	416	286	1321	590	320	1389	620
d1, Uniform Delay [s]	13.86	13.34	14.80	13.41	15.80	10.22	9.33	15.26	10.07	8.87
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.20	0.12	0.09	0.09	0.07	0.05	0.11	0.10	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.38	0.23	0.21	0.15	0.40	0.18	0.19	0.48	0.20
d, Delay for Lane Group [s/veh]	13.89	13.54	14.93	13.50	15.89	10.29	9.39	15.36	10.17	8.93
Lane Group LOS	B	B	B	B	B	B	A	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.41	1.20	0.60	0.60	0.32	1.41	0.52	0.44	1.77	0.57
50th-Percentile Queue Length [ft/ln]	10.29	30.10	14.98	15.11	7.93	35.18	13.00	10.99	44.16	14.23
95th-Percentile Queue Length [veh/ln]	0.74	2.17	1.08	1.09	0.57	2.53	0.94	0.79	3.18	1.02
95th-Percentile Queue Length [ft/ln]	18.53	54.18	26.96	27.20	14.27	63.32	23.40	19.78	79.49	25.62

Movement, Approach, & Intersection Results

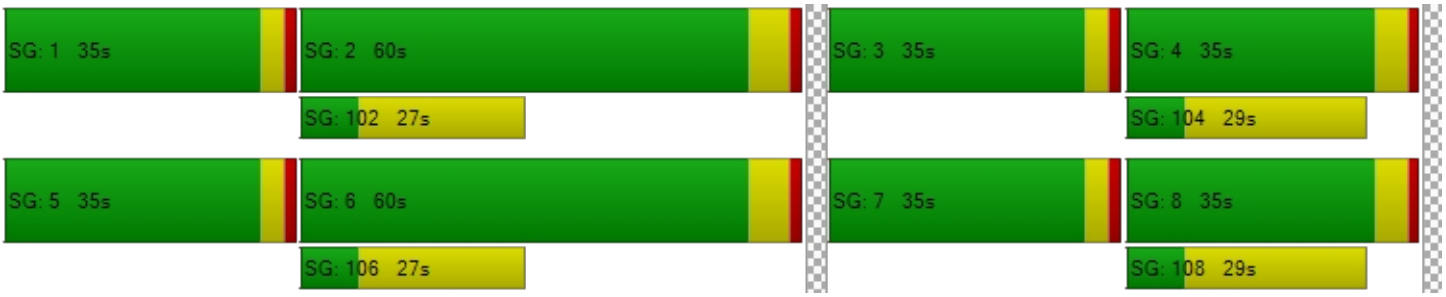
d_M, Delay for Movement [s/veh]	13.89	13.54	13.54	14.93	13.50	13.50	15.89	10.29	9.39	15.36	10.17	8.93
Movement LOS	B	B	B	B	B	B	B	B	A	B	B	A
d_A, Approach Delay [s/veh]	13.68			14.19			10.51			10.36		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.23											
Intersection LOS	B											
Intersection V/C	0.354											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.11	12.11	12.11	12.11
l_p,int, Pedestrian LOS Score for Intersection	2.214	2.041	2.694	2.700
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1381	1381	2486	2486
d_b, Bicycle Delay [s]	2.08	2.08	1.28	1.28
l_b,int, Bicycle LOS Score for Intersection	2.046	1.842	2.118	2.259
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.468

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	14	24	12	176	14	50	33	692	5	24	831	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	24	12	176	14	50	33	692	5	24	831	184
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	6	3	47	4	13	9	186	1	6	223	49
Total Analysis Volume [veh/h]	15	26	13	189	15	54	35	744	5	26	894	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	28	28	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.06	0.20	0.20	0.03	0.30	0.30
s, saturation flow rate [veh/h]	1769	1527	542	1886	1882	748	1886	1770
c, Capacity [veh/h]	903	861	485	1101	1098	629	1101	1033
d1, Uniform Delay [s]	4.86	5.58	5.05	3.00	3.00	3.68	3.43	3.43
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.07	0.02	0.07	0.07	0.01	0.14	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.30	0.07	0.34	0.34	0.04	0.51	0.51
d, Delay for Lane Group [s/veh]	4.87	5.65	5.07	3.07	3.07	3.69	3.56	3.57
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	0.49	0.05	0.05	0.05	0.02	0.10	0.10
50th-Percentile Queue Length [ft/ln]	2.26	12.35	1.35	1.34	1.34	0.56	2.46	2.38
95th-Percentile Queue Length [veh/ln]	0.16	0.89	0.10	0.10	0.10	0.04	0.18	0.17
95th-Percentile Queue Length [ft/ln]	4.07	22.22	2.43	2.41	2.41	1.00	4.43	4.28

Movement, Approach, & Intersection Results

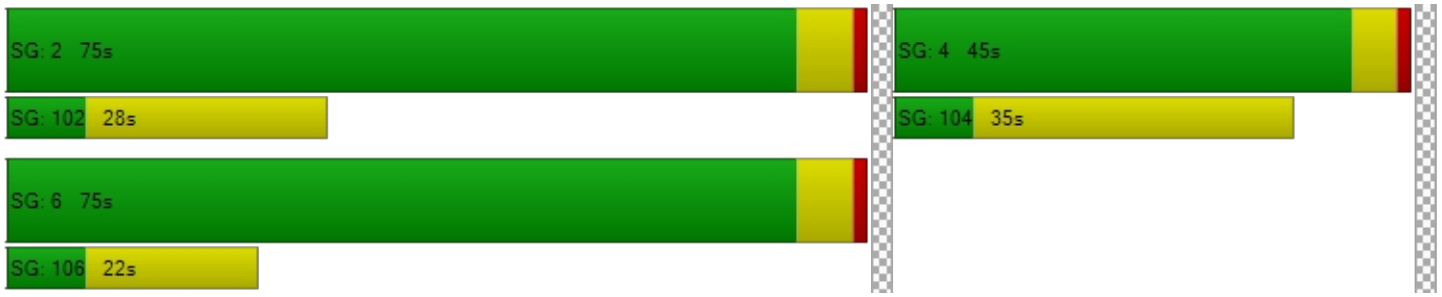
d_M, Delay for Movement [s/veh]	4.87	4.87	4.87	5.65	5.65	5.65	5.07	3.07	3.07	3.69	3.57	3.57
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.87			5.65			3.16			3.57		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.70											
Intersection LOS	A											
Intersection V/C	0.468											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.96	4.96	4.96	4.96
l_p,int, Pedestrian LOS Score for Intersection	1.722	1.938	2.640	2.960
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2905	2905	5012	5012
d_b, Bicycle Delay [s]	2.82	2.82	31.22	31.22
l_b,int, Bicycle LOS Score for Intersection	1.649	1.985	2.206	2.482
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	20.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.716

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	609	28	400	0	0	44	18	460	445	497	521	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	2.00	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	609	28	400	0	0	44	18	460	445	497	521	4
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	159	7	104	0	0	11	5	120	116	129	136	1
Total Analysis Volume [veh/h]	634	29	417	0	0	46	19	479	464	518	543	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	22	22	22	8	6	25	25	14	33	33
g / C, Green / Cycle	0.32	0.32	0.32	0.12	0.09	0.35	0.35	0.21	0.47	0.47
(v / s)_i Volume / Saturation Flow Rate	0.18	0.18	0.25	0.03	0.01	0.13	0.29	0.15	0.15	0.15
s, saturation flow rate [veh/h]	1798	1806	1669	1605	1798	3595	1605	3492	1888	1883
c, Capacity [veh/h]	568	570	527	187	159	1276	569	718	891	889
d1, Uniform Delay [s]	20.05	20.03	21.80	28.06	29.35	16.78	20.46	25.89	11.39	11.39
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.36	0.35	1.02	0.25	0.12	0.07	1.10	0.52	0.07	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.58	0.58	0.79	0.25	0.12	0.38	0.81	0.72	0.31	0.31
d, Delay for Lane Group [s/veh]	20.41	20.38	22.83	28.31	29.47	16.85	21.56	26.41	11.46	11.46
Lane Group LOS	C	C	C	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.18	4.17	5.79	0.72	0.28	2.60	6.30	3.78	2.30	2.29
50th-Percentile Queue Length [ft/ln]	104.40	104.29	144.63	17.95	7.11	65.11	157.43	94.58	57.42	57.28
95th-Percentile Queue Length [veh/ln]	7.52	7.51	9.73	1.29	0.51	4.69	10.41	6.81	4.13	4.12
95th-Percentile Queue Length [ft/ln]	187.92	187.72	243.24	32.32	12.81	117.19	260.32	170.25	103.36	103.10

Movement, Approach, & Intersection Results

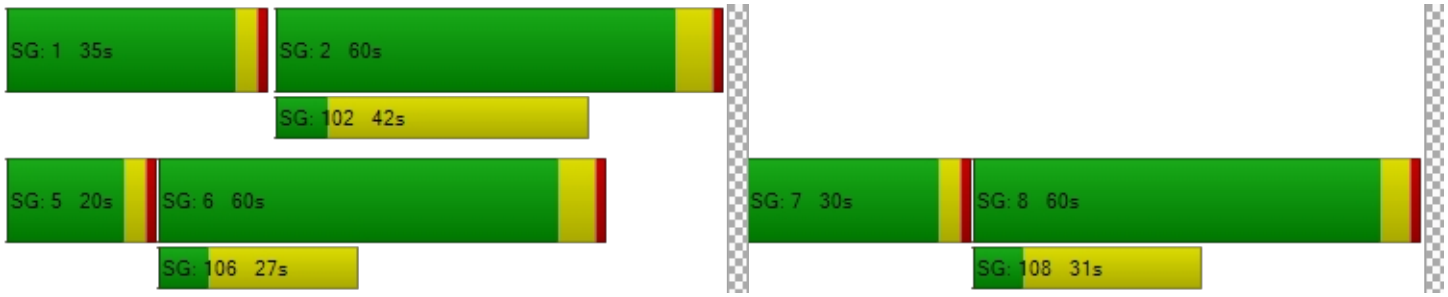
d_M, Delay for Movement [s/veh]	20.40	20.38	22.83	0.00	0.00	28.31	29.47	16.85	21.56	26.41	11.46	11.46
Movement LOS	C	C	C			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	21.33			28.31			19.37			18.73		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	19.96											
Intersection LOS	B											
Intersection V/C	0.716											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.72	24.72	0.00	24.72
l_p,int, Pedestrian LOS Score for Intersection	2.755	1.725	0.000	2.811
Crosswalk LOS	C	A	F	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1578	746	1550	1550
d_b, Bicycle Delay [s]	1.55	13.70	1.77	1.77
l_b,int, Bicycle LOS Score for Intersection	3.342	1.560	2.353	2.438
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	57.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.916

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	765	683	0	0	474	546	0	0	0	129	0	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	2.00	2.00	0.60	0.60	2.00	2.00	2.00	0.60	2.00	0.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	765	683	0	0	474	546	0	0	0	129	0	395
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	199	178	0	0	123	142	0	0	0	34	0	103
Total Analysis Volume [veh/h]	797	711	0	0	494	569	0	0	0	134	0	411
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	36	80	0	0	39	0	0	0	0	30	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	116	116	116	116		116	116
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	32	76	39	39		30	30
g / C, Green / Cycle	0.28	0.65	0.34	0.34		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.25	0.22	0.15	0.38		0.08	0.28
s, saturation flow rate [veh/h]	3148	3240	3240	1504		1621	1447
c, Capacity [veh/h]	868	2123	1089	506		419	374
d1, Uniform Delay [s]	40.72	8.83	30.15	38.50		34.75	43.00
k, delay calibration	0.11	0.11	0.11	0.50		0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.46	0.09	0.30	79.02		0.44	75.72
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.33	0.45	1.12		0.32	1.10
d, Delay for Lane Group [s/veh]	45.19	8.93	30.45	117.53		35.19	118.72
Lane Group LOS	D	A	C	F		D	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	11.09	3.46	5.23	24.67		3.02	18.12
50th-Percentile Queue Length [ft/ln]	277.17	86.60	130.85	616.78		75.43	452.90
95th-Percentile Queue Length [veh/ln]	16.55	6.23	8.99	35.39		5.43	26.50
95th-Percentile Queue Length [ft/ln]	413.68	155.87	224.65	884.74		135.77	662.46

Movement, Approach, & Intersection Results

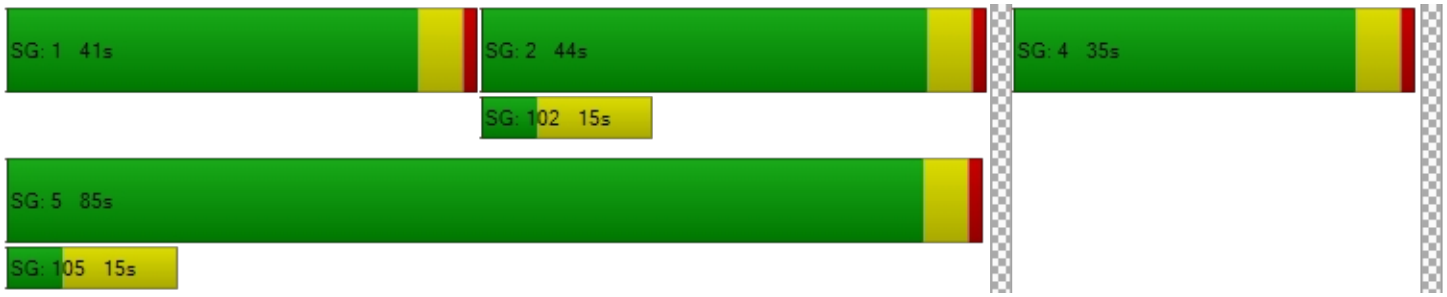
d_M, Delay for Movement [s/veh]	45.19	8.93	0.00	0.00	30.45	117.53	0.00	0.00	0.00	35.19	0.00	118.72
Movement LOS	D	A			C	F				D		F
d_A, Approach Delay [s/veh]	28.09			77.06			0.00			98.18		
Approach LOS	C			E			A			F		
d_I, Intersection Delay [s/veh]	57.06											
Intersection LOS	E											
Intersection V/C	0.916											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.32	49.32
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.394	2.127
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1380	673	0	518
d_b, Bicycle Delay [s]	5.57	25.53	57.97	31.85
l_b,int, Bicycle LOS Score for Intersection	2.804	2.437	4.132	1.560
Bicycle LOS	C	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.609

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	1035	205	267	336	0	413	1	575	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.70	0.70	0.70	0.70	2.00	0.70	0.70	0.70	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1035	205	267	336	0	413	1	575	0	0	0
Peak Hour Factor	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	281	56	73	91	0	112	0	156	0	0	0
Total Analysis Volume [veh/h]	0	1125	223	290	365	0	449	1	625	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	0	0
Maximum Green [s]	0	25	0	26	56	0	0	54	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	66	66	66	66	66	66	66	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	17	17	14	36	20	20	20	
g / C, Green / Cycle	0.26	0.26	0.21	0.54	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.15	0.18	0.21	0.22	0.24	0.25	
s, saturation flow rate [veh/h]	6176	1503	1620	1701	1620	1487	1445	
c, Capacity [veh/h]	1581	385	341	923	496	455	442	
d1, Uniform Delay [s]	22.36	21.47	25.06	8.80	20.43	20.96	21.15	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.60	1.38	5.90	0.28	2.01	3.07	3.59	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.71	0.58	0.85	0.40	0.72	0.79	0.81	
d, Delay for Lane Group [s/veh]	22.96	22.85	30.96	9.08	22.44	24.03	24.74	
Lane Group LOS	C	C	C	A	C	C	C	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.53	2.78	4.41	2.31	4.49	4.71	4.80	
50th-Percentile Queue Length [ft/ln]	88.16	69.56	110.17	57.71	112.14	117.65	119.98	
95th-Percentile Queue Length [veh/ln]	6.35	5.01	7.85	4.16	7.96	8.26	8.39	
95th-Percentile Queue Length [ft/ln]	158.68	125.20	196.24	103.88	198.98	206.60	209.80	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	22.96	22.85	30.96	9.08	0.00	22.76	24.03	24.44	0.00	0.00	0.00
Movement LOS		C	C	C	A		C	C	C			
d_A, Approach Delay [s/veh]	22.95			18.77			23.73			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	22.33											
Intersection LOS	C											
Intersection V/C	0.609											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	24.58	24.58
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.450	1.951
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	758	1699	1638	0
d_b, Bicycle Delay [s]	12.70	0.75	1.08	32.96
I_b,int, Bicycle LOS Score for Intersection	2.116	2.640	3.333	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	28.3
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.665

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	120	1201	25	0	712	199	0	0	253	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	0.00	0.70	0.70	0.00	2.00	0.70	2.00	2.00	0.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	1201	25	0	712	199	0	0	253	0	0	39
Peak Hour Factor	0.8800	0.8800	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	0.8800	1.0000	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	341	7	0	202	57	0	0	72	0	0	11
Total Analysis Volume [veh/h]	136	1365	28	0	809	226	0	0	288	0	0	44
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.66	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	11.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	28.32	0.00	0.00	17.51
Movement LOS	B	A	A		A	A			D			C
95th-Percentile Queue Length [veh/ln]	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.72	0.00	0.00	0.45
95th-Percentile Queue Length [ft/ln]	18.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	118.10	0.00	0.00	11.33
d_A, Approach Delay [s/veh]	1.04			0.00			28.32			17.51		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	3.63											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	6.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.336

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	43	992	2	0	27	769	31	66	1	37	5	7	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	2.00	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	992	2	0	27	769	31	66	1	37	5	7	52
Peak Hour Factor	0.8500	0.8500	0.8500	1.00	0.85	0.85	0.85	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	292	1	0	8	226	9	19	0	11	1	2	15
Total Analysis Volume [veh/h]	51	1167	2	0	32	905	36	78	1	44	6	8	61
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	34	34	34	34	34	34	34	34	34	34
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	17	17	6	16	16	11	11	11	11
g / C, Green / Cycle	0.21	0.50	0.50	0.19	0.48	0.48	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.21	0.02	0.25	0.25	0.06	0.03	0.01	0.04
s, saturation flow rate [veh/h]	1728	3598	1888	1800	1889	1864	1419	1606	1716	1606
c, Capacity [veh/h]	370	1811	951	339	904	892	644	494	677	494
d1, Uniform Delay [s]	10.98	5.40	5.40	11.56	6.27	6.27	8.79	8.50	8.32	8.59
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.22	0.43	0.04	0.47	0.48	0.03	0.03	0.00	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.42	0.42	0.09	0.52	0.52	0.12	0.09	0.02	0.12
d, Delay for Lane Group [s/veh]	11.04	5.63	5.83	11.60	6.74	6.74	8.82	8.52	8.33	8.63
Lane Group LOS	B	A	A	B	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.25	0.96	1.06	0.14	1.01	1.00	0.34	0.18	0.06	0.26
50th-Percentile Queue Length [ft/ln]	6.23	24.01	26.53	3.51	25.32	25.02	8.42	4.56	1.41	6.39
95th-Percentile Queue Length [veh/ln]	0.45	1.73	1.91	0.25	1.82	1.80	0.61	0.33	0.10	0.46
95th-Percentile Queue Length [ft/ln]	11.21	43.21	47.76	6.31	45.58	45.04	15.15	8.20	2.54	11.51

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.04	5.70	5.83	11.6	11.6	6.74	6.74	8.82	8.82	8.52	8.33	8.33	8.63
Movement LOS	B	A	A	B	B	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.92			6.90				8.71			8.57		
Approach LOS	A			A				A			A		
d_I, Intersection Delay [s/veh]	6.55												
Intersection LOS	A												
Intersection V/C	0.336												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	7.94	7.94	7.94
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.060	1.940	1.910
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3493	3493	2154	2154
d_b, Bicycle Delay [s]	9.58	9.58	0.10	0.10
l_b,int, Bicycle LOS Score for Intersection	3.822	4.019	2.681	2.601
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	42.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	71	72	23	66	54	29	201	56	46	141	16
Total Analysis Volume [veh/h]	356	284	287	93	265	214	118	802	224	185	564	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	17	43	0	12	38	0	6	34	0	11	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	17	26	26	6	15	15	6	22	22	11	27	27
g / C, Green / Cycle	0.20	0.30	0.30	0.07	0.17	0.17	0.07	0.26	0.26	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.22	0.09	0.20	0.06	0.08	0.14	0.07	0.22	0.22	0.11	0.13	0.13
s, saturation flow rate [veh/h]	1618	3235	1444	1618	3235	1502	1618	3235	1517	1618	3235	1613
c, Capacity [veh/h]	324	979	437	118	566	263	114	838	393	210	1029	513
d1, Uniform Delay [s]	33.90	22.61	25.74	38.68	31.44	33.66	39.40	29.67	29.72	36.26	22.64	22.68
k, delay calibration	0.45	0.11	0.11	0.11	0.11	0.11	0.25	0.11	0.11	0.26	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	76.05	0.16	1.68	11.11	0.60	6.06	68.21	2.23	4.75	23.04	0.26	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.29	0.66	0.79	0.47	0.81	1.03	0.83	0.84	0.88	0.41	0.41
d, Delay for Lane Group [s/veh]	109.95	22.77	27.42	49.78	32.04	39.72	107.61	31.91	34.46	59.30	22.90	23.20
Lane Group LOS	F	C	C	D	C	D	F	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.03	2.02	4.80	2.16	2.33	4.40	4.45	6.53	6.43	4.92	3.08	3.15
50th-Percentile Queue Length [ft/ln]	325.76	50.47	119.97	54.09	58.36	109.92	111.24	163.15	160.79	122.98	77.11	78.70
95th-Percentile Queue Length [veh/ln]	19.87	3.63	8.39	3.89	4.20	7.84	7.98	10.72	10.59	8.56	5.55	5.67
95th-Percentile Queue Length [ft/ln]	496.70	90.84	209.78	97.36	105.05	195.89	199.59	267.89	264.76	213.91	138.79	141.66

Movement, Approach, & Intersection Results

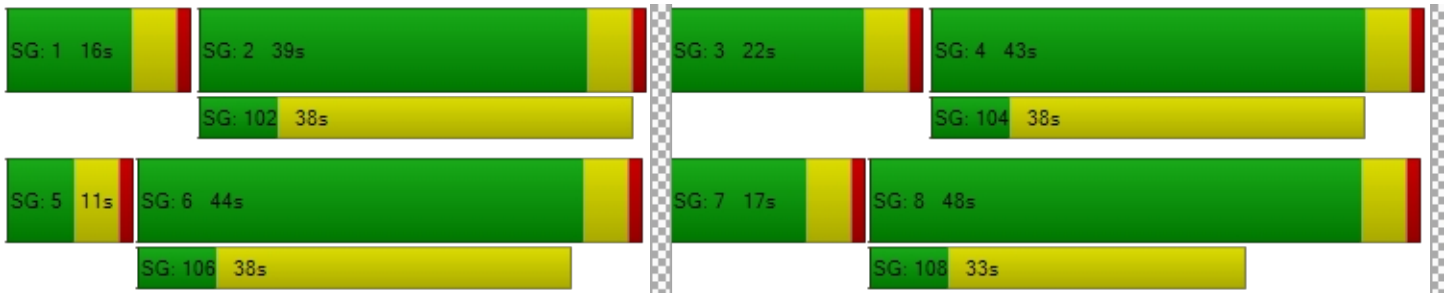
d_M, Delay for Movement [s/veh]	109.95	22.77	27.42	49.78	32.04	39.72	107.61	32.24	34.46	59.30	22.98	23.20
Movement LOS	F	C	C	D	C	D	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	57.69			37.80			40.45			31.26		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	42.47											
Intersection LOS	D											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.04	32.04	32.04	32.04
l_p,int, Pedestrian LOS Score for Intersection	2.839	2.807	3.013	2.961
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1016	898	803	922
d_b, Bicycle Delay [s]	10.24	12.85	15.15	12.31
l_b,int, Bicycle LOS Score for Intersection	2.324	2.032	2.189	2.007
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Existing Plus Project LOS Calculation Sheets

Thousand Oaks TIA

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Report File: K:\...\PP_AM.pdf

Scenario 3 AM_PP
1/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	WB Left	0.253	10.4	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.342	3.3	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.676	17.3	B
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.515	15.0	B
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.618	21.7	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.475	23.4	C
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.386	7.3	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	SB Left	0.590	28.6	C

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	10.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.253

Intersection Setup

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	89	61	29	105	86	32	29	379	105	24	303	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	4	0	1	1	0	0	1	1	0	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	93	65	29	106	87	32	29	380	106	24	307	62
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	25	17	8	28	23	9	8	102	28	6	83	17
Total Analysis Volume [veh/h]	100	70	31	114	94	34	31	409	114	26	330	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	42	42	42	42	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	10	9	11	6	16	16	6	16	16
g / C, Green / Cycle	0.21	0.24	0.22	0.25	0.15	0.39	0.39	0.14	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.03	0.06	0.06	0.07	0.02	0.12	0.07	0.01	0.09	0.04
s, saturation flow rate [veh/h]	3420	1754	1761	1766	1761	3520	1572	1761	3520	1572
c, Capacity [veh/h]	735	430	392	447	264	1371	612	251	1345	601
d1, Uniform Delay [s]	13.30	12.67	13.54	12.61	15.41	8.84	8.42	15.62	8.82	8.35
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.03	0.10	0.15	0.13	0.07	0.04	0.05	0.07	0.03	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.23	0.29	0.29	0.12	0.30	0.19	0.10	0.25	0.11
d, Delay for Lane Group [s/veh]	13.33	12.77	13.69	12.73	15.48	8.88	8.47	15.69	8.86	8.38
Lane Group LOS	B	B	B	B	B	A	A	B	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.32	0.64	0.76	0.81	0.22	0.92	0.49	0.18	0.74	0.29
50th-Percentile Queue Length [ft/ln]	8.05	15.94	19.00	20.22	5.43	22.91	12.29	4.60	18.40	7.13
95th-Percentile Queue Length [veh/ln]	0.58	1.15	1.37	1.46	0.39	1.65	0.88	0.33	1.32	0.51
95th-Percentile Queue Length [ft/ln]	14.49	28.70	34.20	36.40	9.78	41.23	22.11	8.28	33.11	12.84

Movement, Approach, & Intersection Results

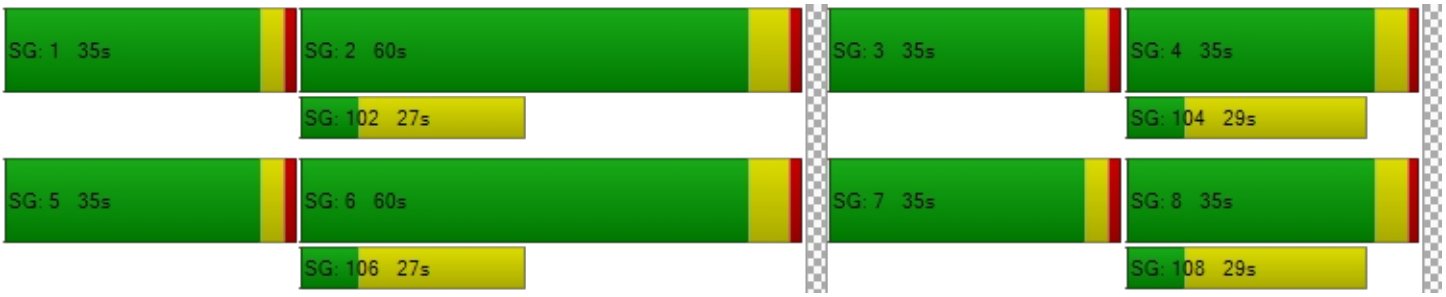
d_M, Delay for Movement [s/veh]	13.33	12.77	12.77	13.69	12.73	12.73	15.48	8.88	8.47	15.69	8.86	8.38
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.05			13.18			9.17			9.20		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.41											
Intersection LOS	B											
Intersection V/C	0.253											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.24	11.24	11.24	11.24
l_p,int, Pedestrian LOS Score for Intersection	2.191	2.028	2.600	2.592
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1443	1443	2598	2598
d_b, Bicycle Delay [s]	1.61	1.61	1.86	1.86
l_b,int, Bicycle LOS Score for Intersection	1.891	1.959	2.017	1.909
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.342

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	12	17	15	167	13	36	28	521	6	17	489	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	0	0	2	0	0	7	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	17	15	169	13	36	28	523	6	17	496	149
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	4	44	3	9	7	138	2	4	131	39
Total Analysis Volume [veh/h]	13	18	16	178	14	38	29	551	6	18	522	157
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	27	27	27	27	27	27	27	27
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.41	0.41	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.04	0.15	0.15	0.02	0.19	0.19
s, saturation flow rate [veh/h]	1734	1509	792	1871	1864	887	1871	1725
c, Capacity [veh/h]	884	856	659	1099	1094	728	1099	1013
d1, Uniform Delay [s]	4.84	5.49	3.55	2.74	2.74	3.16	2.88	2.88
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.06	0.01	0.04	0.04	0.01	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.27	0.04	0.25	0.25	0.02	0.32	0.32
d, Delay for Lane Group [s/veh]	4.85	5.55	3.56	2.79	2.79	3.16	2.94	2.95
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.43	0.02	0.02	0.02	0.01	0.02	0.02
50th-Percentile Queue Length [ft/ln]	1.94	10.71	0.55	0.41	0.41	0.25	0.57	0.56
95th-Percentile Queue Length [veh/ln]	0.14	0.77	0.04	0.03	0.03	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	3.50	19.27	0.99	0.74	0.74	0.44	1.02	1.01

Movement, Approach, & Intersection Results

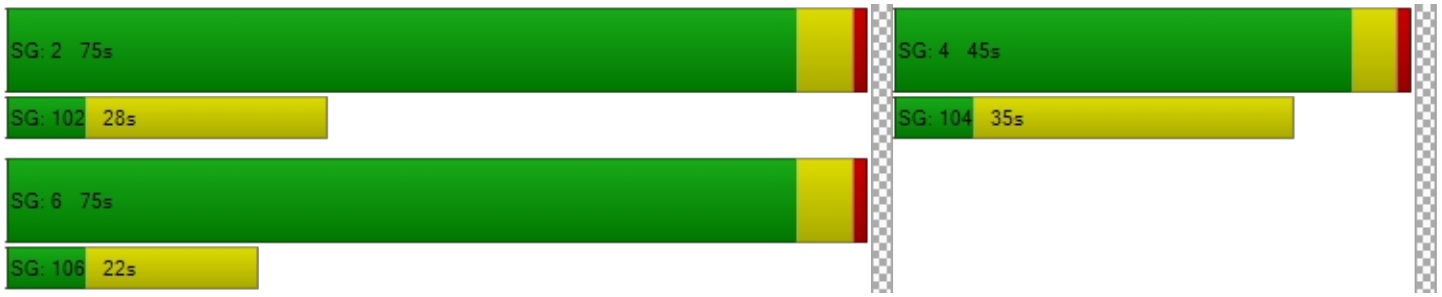
d_M, Delay for Movement [s/veh]	4.85	4.85	4.85	5.55	5.55	5.55	3.56	2.79	2.79	3.16	2.94	2.95
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.85			5.55			2.83			2.95		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.34											
Intersection LOS	A											
Intersection V/C	0.342											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.84	4.84	4.84	4.84
I_p,int, Pedestrian LOS Score for Intersection	1.702	1.888	2.503	2.802
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2936	2936	5065	5065
d_b, Bicycle Delay [s]	2.99	2.99	32.00	32.00
I_b,int, Bicycle LOS Score for Intersection	1.637	1.939	2.043	2.135
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	17.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.676

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	425	37	555	0	0	15	5	321	384	197	303	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.60	1.60	1.60	2.00	2.00	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	7	0	0	0	0	0	4	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	439	37	562	0	0	15	5	321	388	199	303	2
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	114	10	146	0	0	4	1	84	101	52	79	1
Total Analysis Volume [veh/h]	457	39	585	0	0	16	5	334	404	207	316	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	66	66	66	66	66	66	66	66	66	66
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	27	27	27	6	5	21	21	11	28	28
g / C, Green / Cycle	0.41	0.41	0.41	0.09	0.07	0.32	0.32	0.17	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.35	0.01	0.00	0.09	0.25	0.06	0.08	0.08
s, saturation flow rate [veh/h]	1787	1800	1658	1595	1787	3572	1595	3470	1876	1872
c, Capacity [veh/h]	741	747	688	140	125	1160	518	572	787	785
d1, Uniform Delay [s]	13.09	13.07	17.41	27.64	28.52	16.54	20.09	24.40	12.11	12.11
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.10	1.17	0.13	0.05	0.05	0.98	0.14	0.05	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.33	0.85	0.11	0.04	0.29	0.78	0.36	0.20	0.20
d, Delay for Lane Group [s/veh]	13.18	13.17	18.58	27.77	28.57	16.59	21.06	24.54	12.16	12.16
Lane Group LOS	B	B	B	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.20	2.19	7.06	0.24	0.07	1.70	5.12	1.34	1.31	1.31
50th-Percentile Queue Length [ft/ln]	54.94	54.87	176.47	5.95	1.78	42.57	127.95	33.58	32.72	32.67
95th-Percentile Queue Length [veh/ln]	3.96	3.95	11.42	0.43	0.13	3.06	8.83	2.42	2.36	2.35
95th-Percentile Queue Length [ft/ln]	98.90	98.77	285.39	10.71	3.20	76.62	220.70	60.45	58.90	58.80

Movement, Approach, & Intersection Results

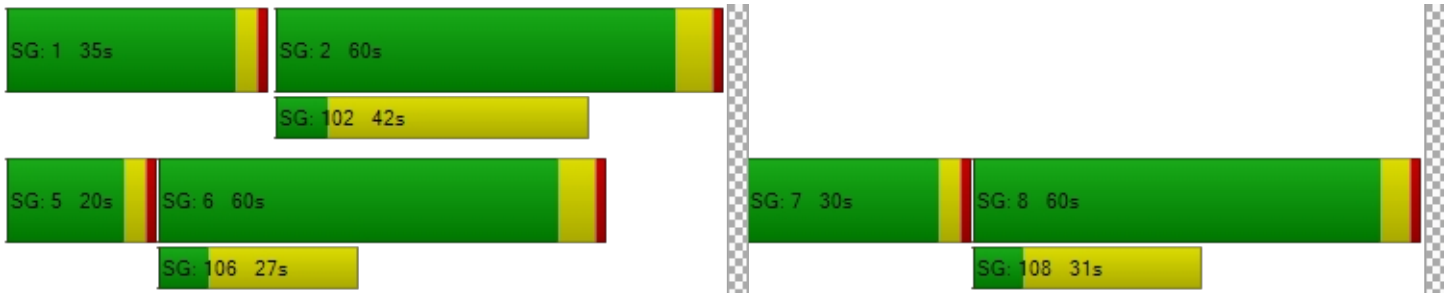
d_M, Delay for Movement [s/veh]	13.18	13.17	18.58	0.00	0.00	27.77	28.57	16.59	21.06	24.54	12.16	12.16
Movement LOS	B	B	B			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	16.10			27.77			19.10			17.04		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	17.33											
Intersection LOS	B											
Intersection V/C	0.676											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	22.73	22.73	0.00	22.73
l_p,int, Pedestrian LOS Score for Intersection	2.667	1.713	0.000	2.709
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1677	793	1646	1646
d_b, Bicycle Delay [s]	0.86	11.96	1.03	1.03
l_b,int, Bicycle LOS Score for Intersection	3.343	1.560	2.173	1.993
Bicycle LOS	C	A	B	A

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.515

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	380	758	0	0	426	224	0	0	0	142	0	280
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.40	1.40	2.00	2.00	1.40	1.40	2.00	2.00	2.00	1.40	2.00	1.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	21	0	0	6	0	0	0	0	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	435	779	0	0	432	224	0	0	0	156	0	280
Peak Hour Factor	0.9400	0.9400	1.0000	1.0000	0.9400	0.9400	1.0000	1.0000	1.0000	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	207	0	0	115	60	0	0	0	41	0	74
Total Analysis Volume [veh/h]	463	829	0	0	460	238	0	0	0	166	0	298
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	29	71	0	0	37	0	0	0	0	39	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	48	48	48	48		48	48
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	10	26	11	11		13	13
g / C, Green / Cycle	0.21	0.53	0.22	0.22		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.15	0.26	0.14	0.16		0.10	0.21
s, saturation flow rate [veh/h]	3128	3220	3220	1495		1611	1437
c, Capacity [veh/h]	647	1717	720	334		420	375
d1, Uniform Delay [s]	17.95	7.13	17.08	17.42		14.80	16.75
k, delay calibration	0.11	0.11	0.11	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.50	0.21	0.95	2.81		0.60	3.86
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.48	0.64	0.71		0.40	0.79
d, Delay for Lane Group [s/veh]	19.44	7.34	18.03	20.23		15.41	20.60
Lane Group LOS	B	A	B	C		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.07	1.57	1.94	2.21		1.25	2.80
50th-Percentile Queue Length [ft/ln]	51.67	39.17	48.55	55.24		31.31	70.06
95th-Percentile Queue Length [veh/ln]	3.72	2.82	3.50	3.98		2.25	5.04
95th-Percentile Queue Length [ft/ln]	93.01	70.51	87.40	99.43		56.36	126.11

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.44	7.34	0.00	0.00	18.03	20.23	0.00	0.00	0.00	15.41	0.00	20.60
Movement LOS	B	A			B	C				B		C
d_A, Approach Delay [s/veh]	11.67			18.78			0.00			18.74		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	15.03											
Intersection LOS	B											
Intersection V/C	0.515											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	14.47	14.47
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.021	2.019
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2931	1528	0	1610
d_b, Bicycle Delay [s]	5.25	1.35	24.22	0.92
l_b,int, Bicycle LOS Score for Intersection	2.626	2.135	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	21.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.618

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	558	146	227	341	0	580	0	839	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.20	1.20	1.20	1.20	2.00	1.20	1.20	1.20	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	42	0	20	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	634	188	227	361	0	580	0	858	0	0	0
Peak Hour Factor	1.0000	0.9700	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	163	48	59	93	0	149	0	221	0	0	0
Total Analysis Volume [veh/h]	0	654	194	234	372	0	598	0	885	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	26	0	26	57	0	0	53	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	66	66	66	66	66	66	66	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	12	12	12	29	27	27	27	
g / C, Green / Cycle	0.19	0.19	0.18	0.44	0.41	0.41	0.41	
(v / s)_i Volume / Saturation Flow Rate	0.11	0.13	0.15	0.22	0.31	0.34	0.34	
s, saturation flow rate [veh/h]	6152	1497	1613	1694	1613	1473	1440	
c, Capacity [veh/h]	1147	279	283	742	663	605	591	
d1, Uniform Delay [s]	24.46	25.12	26.25	13.38	16.53	17.26	17.46	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.45	3.11	6.03	0.53	1.70	2.78	3.21	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.57	0.70	0.83	0.50	0.75	0.82	0.84	
d, Delay for Lane Group [s/veh]	24.91	28.22	32.28	13.90	18.23	20.03	20.67	
Lane Group LOS	C	C	C	B	B	C	C	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	2.11	2.76	3.63	3.31	5.46	5.84	5.96	
50th-Percentile Queue Length [ft/ln]	52.69	69.12	90.71	82.86	136.49	145.98	149.08	
95th-Percentile Queue Length [veh/ln]	3.79	4.98	6.53	5.97	9.29	9.80	9.97	
95th-Percentile Queue Length [ft/ln]	94.84	124.42	163.28	149.14	232.29	245.06	249.20	

Movement, Approach, & Intersection Results

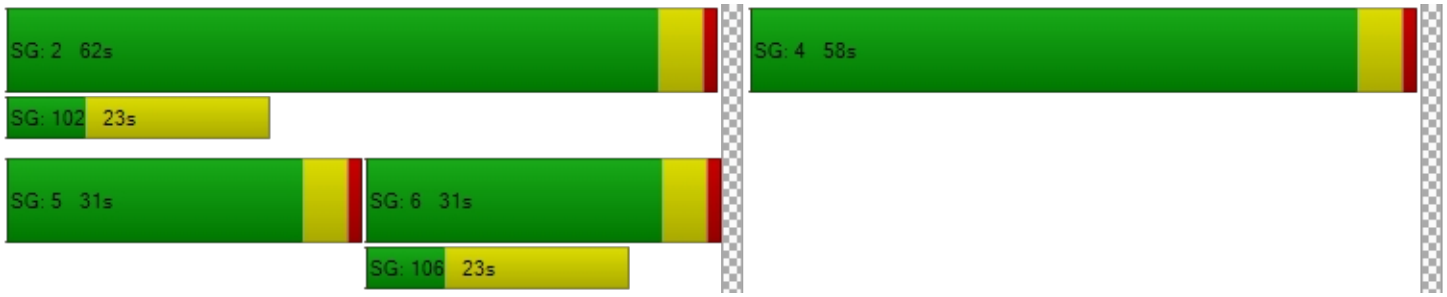
d_M, Delay for Movement [s/veh]	0.00	24.91	28.22	32.28	13.90	0.00	18.54	20.03	20.39	0.00	0.00	0.00
Movement LOS		C	C	C	B		B	C	C			
d_A, Approach Delay [s/veh]	25.67			21.00			19.64			0.00		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	21.66											
Intersection LOS	C											
Intersection V/C	0.618											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	22.86	22.86
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.646	1.906
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	789	1731	1609	0
d_b, Bicycle Delay [s]	12.07	0.60	1.26	32.94
l_b,int, Bicycle LOS Score for Intersection	1.909	2.560	4.007	4.132
Bicycle LOS	A	B	D	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	23.4
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.475

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	101	684	47	0	973	207	0	0	167	0	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	1.30	1.30	0.00	1.30	1.30	0.00	2.00	1.30	2.00	2.00	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	118	0	0	39	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	802	47	0	1012	207	0	0	169	0	0	20
Peak Hour Factor	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	1.0000	1.0000	0.9700	1.0000	1.0000	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	207	12	0	261	53	0	0	44	0	0	5
Total Analysis Volume [veh/h]	110	827	48	0	1043	213	0	0	174	0	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.48	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	13.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.42	0.00	0.00	12.74
Movement LOS	B	A	A		A	A			C			B
95th-Percentile Queue Length [veh/ln]	0.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.46	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	18.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00	61.58	0.00	0.00	3.38
d_A, Approach Delay [s/veh]	1.46			0.00			23.42			12.74		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.37											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	7.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.386

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	34	584	6	0	51	941	53	80	2	36	2	3	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	2.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	0	97	0	7	9	28	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	586	6	97	51	948	62	108	2	43	2	3	28
Peak Hour Factor	0.9600	0.9600	0.9600	1.00	0.96	0.96	0.96	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	153	2	24	13	247	16	28	1	11	1	1	7
Total Analysis Volume [veh/h]	38	610	6	97	53	988	65	113	2	45	2	3	29
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	37	37	37	37	37	37	37	37	37	37
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	16	16	10	19	19	11	11	11	11
g / C, Green / Cycle	0.19	0.43	0.43	0.28	0.52	0.52	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.08	0.28	0.28	0.08	0.03	0.00	0.02
s, saturation flow rate [veh/h]	1717	3575	1868	1783	1877	1837	1427	1596	1719	1596
c, Capacity [veh/h]	323	1552	811	492	979	958	606	463	634	463
d1, Uniform Delay [s]	12.54	6.72	6.72	10.66	5.95	5.96	10.19	9.65	9.40	9.55
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.13	0.24	0.13	0.47	0.48	0.06	0.03	0.00	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.26	0.26	0.31	0.54	0.54	0.19	0.10	0.01	0.06
d, Delay for Lane Group [s/veh]	12.60	6.85	6.97	10.79	6.43	6.44	10.25	9.68	9.40	9.57
Lane Group LOS	B	A	A	B	A	A	B	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.69	0.75	0.65	1.13	1.11	0.59	0.22	0.02	0.14
50th-Percentile Queue Length [ft/ln]	5.44	17.36	18.83	16.33	28.18	27.69	14.72	5.48	0.59	3.49
95th-Percentile Queue Length [veh/ln]	0.39	1.25	1.36	1.18	2.03	1.99	1.06	0.39	0.04	0.25
95th-Percentile Queue Length [ft/ln]	9.79	31.26	33.89	29.39	50.72	49.84	26.50	9.86	1.06	6.28

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.60	6.89	6.97	10.7	10.7	6.43	6.44	10.25	10.25	9.68	9.40	9.40	9.57
Movement LOS	B	A	A	B	B	A	A	B	B	A	A	A	A
d_A, Approach Delay [s/veh]	7.22			6.98				10.09			9.55		
Approach LOS	A			A				B			A		
d_I, Intersection Delay [s/veh]	7.34												
Intersection LOS	A												
Intersection V/C	0.386												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	9.13	9.13	9.13
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.036	1.958	1.912
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3244	3244	2000	2000
d_b, Bicycle Delay [s]	7.15	7.15	0.00	0.00
l_b,int, Bicycle LOS Score for Intersection	3.511	4.191	2.742	2.534
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	7	7	2	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	169	155	99	225	196	132	673	283	214	565	95
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	43	40	25	57	50	34	172	72	55	144	24
Total Analysis Volume [veh/h]	177	172	158	101	230	200	135	687	289	218	577	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	13	38	0	13	38	0	10	34	0	15	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	72	72	72	72	72	72	72	72	72	72	72	72
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	10	16	16	6	12	12	8	19	19	12	23	23
g / C, Green / Cycle	0.13	0.22	0.22	0.08	0.17	0.17	0.10	0.26	0.26	0.16	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.11	0.06	0.07	0.13	0.08	0.21	0.21	0.14	0.14	0.14
s, saturation flow rate [veh/h]	1609	3217	1436	1609	3217	1494	1609	3217	1447	1609	3217	1569
c, Capacity [veh/h]	215	722	322	128	548	254	167	836	376	259	1018	497
d1, Uniform Delay [s]	30.61	23.06	24.52	32.81	26.90	28.84	31.80	25.12	25.17	29.57	19.72	19.75
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.71	0.17	1.15	10.35	0.51	5.32	8.79	1.86	4.19	9.51	0.30	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.24	0.49	0.79	0.42	0.79	0.81	0.80	0.81	0.84	0.44	0.45
d, Delay for Lane Group [s/veh]	38.32	23.23	25.68	43.16	27.41	34.16	40.59	26.98	29.37	39.08	20.02	20.39
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.22	1.11	2.24	1.98	1.66	3.40	2.57	5.11	4.89	4.10	2.77	2.79
50th-Percentile Queue Length [ft/ln]	80.40	27.74	55.96	49.44	41.58	85.11	64.28	127.82	122.26	102.42	69.37	69.65
95th-Percentile Queue Length [veh/ln]	5.79	2.00	4.03	3.56	2.99	6.13	4.63	8.82	8.52	7.37	4.99	5.01
95th-Percentile Queue Length [ft/ln]	144.71	49.93	100.73	88.99	74.85	153.19	115.71	220.53	212.93	184.36	124.87	125.37

Movement, Approach, & Intersection Results

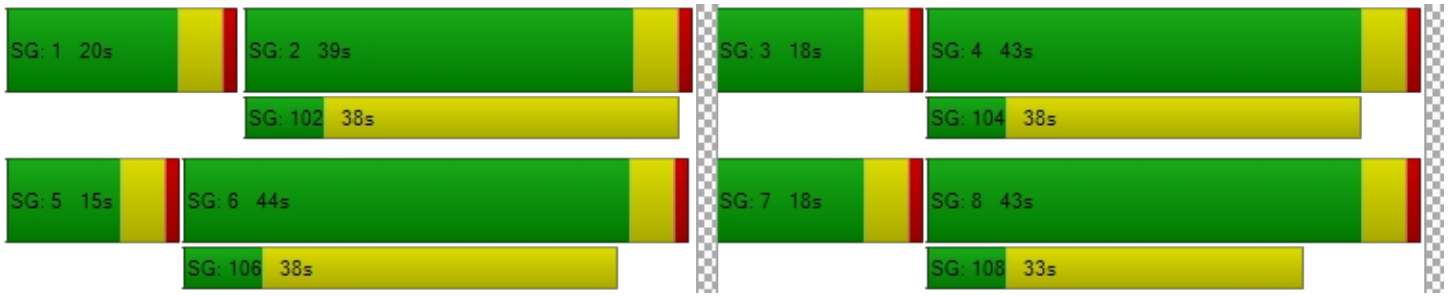
d_M, Delay for Movement [s/veh]	38.32	23.23	25.68	43.16	27.41	34.16	40.59	27.03	29.37	39.08	20.10	20.39
Movement LOS	D	C	C	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	29.26			32.95			29.29			24.77		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.60											
Intersection LOS	C											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.02	26.02	26.02	26.02
l_p,int, Pedestrian LOS Score for Intersection	2.744	2.777	2.965	2.923
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1050	1050	940	1078
d_b, Bicycle Delay [s]	8.16	8.16	10.17	7.69
l_b,int, Bicycle LOS Score for Intersection	1.978	1.998	2.171	2.050
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Thousand Oaks TIA

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Report File: K:\...\PP_PM.pdf

Scenario 4 PM_PP
1/6/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.360	11.4	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.477	3.7	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.731	21.0	C
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.930	58.9	E
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.635	23.8	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.763	38.7	E
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.372	7.7	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	EB Left	0.697	44.1	D

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	11.4
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.360

Intersection Setup

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	116	104	66	80	51	35	42	512	103	59	646	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	4	4	0	0	4	4	0	3	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	119	107	66	84	55	35	42	516	107	59	649	120
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	31	28	17	22	14	9	11	133	28	15	167	31
Total Analysis Volume [veh/h]	123	110	68	87	57	36	43	532	110	61	669	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	44	44	44	44	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	9	11	9	10	7	16	16	8	17	17
g / C, Green / Cycle	0.22	0.26	0.20	0.24	0.16	0.37	0.37	0.18	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.04	0.10	0.05	0.05	0.02	0.15	0.07	0.03	0.19	0.08
s, saturation flow rate [veh/h]	3486	1766	1795	1764	1795	3589	1602	1795	3589	1602
c, Capacity [veh/h]	759	455	356	420	285	1315	587	319	1382	617
d1, Uniform Delay [s]	13.92	13.45	14.82	13.44	15.90	10.34	9.46	15.35	10.19	8.99
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.20	0.13	0.10	0.09	0.07	0.06	0.11	0.10	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.16	0.39	0.24	0.22	0.15	0.40	0.19	0.19	0.48	0.20
d, Delay for Lane Group [s/veh]	13.96	13.65	14.95	13.53	15.99	10.41	9.51	15.46	10.29	9.05
Lane Group LOS	B	B	B	B	B	B	A	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.43	1.24	0.64	0.64	0.32	1.44	0.55	0.44	1.80	0.59
50th-Percentile Queue Length [ft/ln]	10.63	30.92	15.97	15.88	7.99	35.96	13.70	11.08	45.02	14.82
95th-Percentile Queue Length [veh/ln]	0.77	2.23	1.15	1.14	0.58	2.59	0.99	0.80	3.24	1.07
95th-Percentile Queue Length [ft/ln]	19.13	55.66	28.74	28.59	14.39	64.73	24.66	19.94	81.04	26.67

Movement, Approach, & Intersection Results

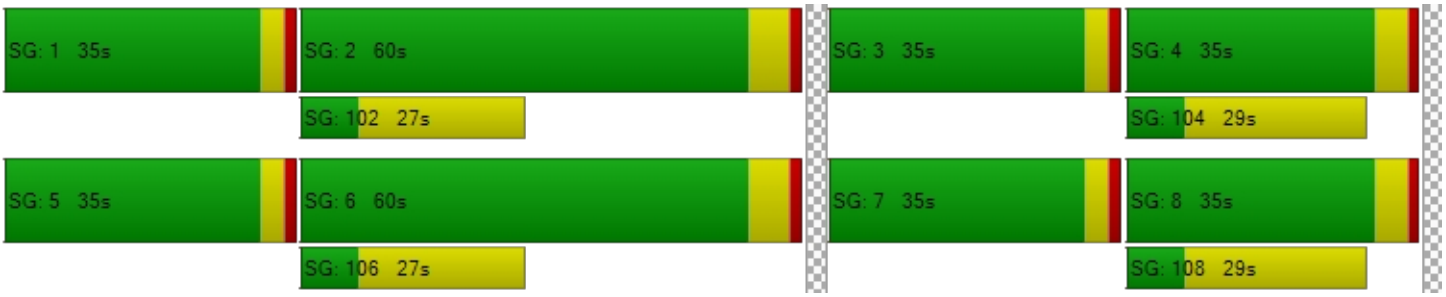
d_M, Delay for Movement [s/veh]	13.96	13.65	13.65	14.95	13.53	13.53	15.99	10.41	9.51	15.46	10.29	9.05
Movement LOS	B	B	B	B	B	B	B	B	A	B	B	A
d_A, Approach Delay [s/veh]	13.78			14.22			10.62			10.48		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.35											
Intersection LOS	B											
Intersection V/C	0.360											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.22	12.22	12.22	12.22
l_p,int, Pedestrian LOS Score for Intersection	2.218	2.046	2.697	2.703
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1374	1374	2474	2474
d_b, Bicycle Delay [s]	2.14	2.14	1.22	1.22
l_b,int, Bicycle LOS Score for Intersection	2.056	1.857	2.125	2.264
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.477

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	14	24	12	176	14	50	33	692	5	24	831	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	0	0	8	0	0	5	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	24	12	184	14	50	33	700	5	24	836	189
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	6	3	49	4	13	9	188	1	6	225	51
Total Analysis Volume [veh/h]	15	26	13	198	15	54	35	753	5	26	899	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	28	28	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.07	0.20	0.20	0.04	0.30	0.30
s, saturation flow rate [veh/h]	1769	1524	537	1886	1882	741	1886	1768
c, Capacity [veh/h]	904	862	481	1099	1096	624	1099	1030
d1, Uniform Delay [s]	4.85	5.62	5.13	3.03	3.03	3.72	3.46	3.46
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.07	0.02	0.07	0.07	0.01	0.14	0.15
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.31	0.07	0.35	0.35	0.04	0.52	0.52
d, Delay for Lane Group [s/veh]	4.86	5.69	5.16	3.10	3.10	3.73	3.60	3.61
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	0.52	0.06	0.06	0.06	0.02	0.11	0.11
50th-Percentile Queue Length [ft/ln]	2.26	12.90	1.39	1.52	1.52	0.57	2.77	2.67
95th-Percentile Queue Length [veh/ln]	0.16	0.93	0.10	0.11	0.11	0.04	0.20	0.19
95th-Percentile Queue Length [ft/ln]	4.08	23.21	2.50	2.74	2.73	1.03	4.99	4.81

Movement, Approach, & Intersection Results

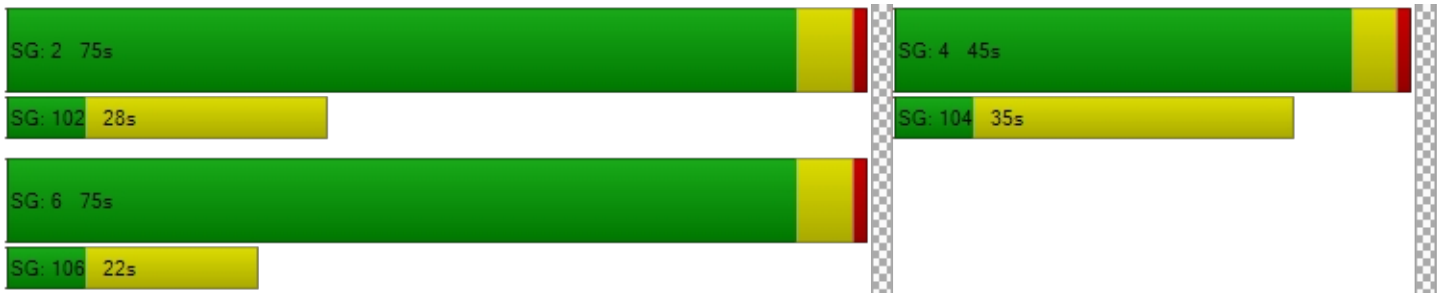
d_M, Delay for Movement [s/veh]	4.86	4.86	4.86	5.69	5.69	5.69	5.16	3.10	3.10	3.73	3.61	3.61
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.86			5.69			3.19			3.61		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.74											
Intersection LOS	A											
Intersection V/C	0.477											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.99	4.99	4.99	4.99
l_p,int, Pedestrian LOS Score for Intersection	1.722	1.945	2.644	2.979
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2900	2900	5003	5003
d_b, Bicycle Delay [s]	2.79	2.79	31.09	31.09
l_b,int, Bicycle LOS Score for Intersection	1.649	2.000	2.214	2.490
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	21.0
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.731

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	609	28	400	0	0	44	18	460	445	497	521	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	2.00	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	5	0	0	0	0	0	16	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	619	28	405	0	0	44	18	460	461	505	521	4
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	161	7	105	0	0	11	5	120	120	132	136	1
Total Analysis Volume [veh/h]	645	29	422	0	0	46	19	479	480	526	543	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	74	74	74	74	74	74	74	74	74	74
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	23	23	23	8	6	27	27	15	35	35
g / C, Green / Cycle	0.32	0.32	0.32	0.11	0.09	0.36	0.36	0.20	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.25	0.03	0.01	0.13	0.30	0.15	0.15	0.15
s, saturation flow rate [veh/h]	1798	1805	1669	1605	1798	3595	1605	3492	1888	1883
c, Capacity [veh/h]	567	569	526	181	153	1297	579	715	907	905
d1, Uniform Delay [s]	21.26	21.24	23.12	29.87	31.17	17.37	21.48	27.43	11.63	11.63
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	0.37	1.10	0.27	0.13	0.07	1.19	0.56	0.07	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.59	0.59	0.80	0.25	0.12	0.37	0.83	0.74	0.30	0.30
d, Delay for Lane Group [s/veh]	21.63	21.60	24.21	30.15	31.30	17.44	22.67	27.98	11.70	11.70
Lane Group LOS	C	C	C	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.57	4.56	6.30	0.77	0.30	2.76	7.00	4.12	2.42	2.41
50th-Percentile Queue Length [ft/ln]	114.19	114.07	157.53	19.18	7.62	68.99	175.05	103.00	60.51	60.36
95th-Percentile Queue Length [veh/ln]	8.07	8.07	10.42	1.38	0.55	4.97	11.34	7.42	4.36	4.35
95th-Percentile Queue Length [ft/ln]	201.82	201.65	260.45	34.52	13.71	124.18	283.54	185.40	108.92	108.64

Movement, Approach, & Intersection Results

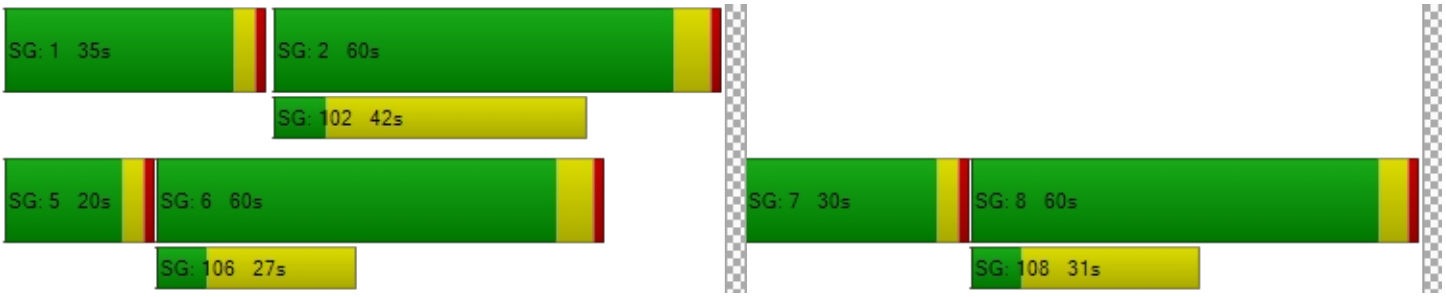
d_M, Delay for Movement [s/veh]	21.62	21.60	24.21	0.00	0.00	30.15	31.30	17.44	22.67	27.98	11.70	11.70
Movement LOS	C	C	C			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	22.62			30.15			20.27			19.68		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	21.02											
Intersection LOS	C											
Intersection V/C	0.731											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.58	26.58	0.00	26.58
I_p,int, Pedestrian LOS Score for Intersection	2.767	1.728	0.000	2.816
Crosswalk LOS	C	A	F	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1496	707	1469	1469
d_b, Bicycle Delay [s]	2.33	15.35	2.59	2.59
I_b,int, Bicycle LOS Score for Intersection	3.368	1.560	2.366	2.445
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	58.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.930

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	765	683	0	0	474	546	0	0	0	129	0	395
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	2.00	2.00	0.60	0.60	2.00	2.00	2.00	0.60	2.00	0.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	15	0	0	24	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	808	698	0	0	498	546	0	0	0	176	0	395
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	210	182	0	0	130	142	0	0	0	46	0	103
Total Analysis Volume [veh/h]	842	727	0	0	519	569	0	0	0	183	0	411
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	36	80	0	0	39	0	0	0	0	30	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	118	118	118	118		118	118
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	34	78	39	39		30	30
g / C, Green / Cycle	0.29	0.66	0.33	0.33		0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.27	0.22	0.16	0.38		0.11	0.28
s, saturation flow rate [veh/h]	3148	3240	3240	1504		1621	1447
c, Capacity [veh/h]	904	2141	1072	498		413	368
d1, Uniform Delay [s]	40.87	8.75	31.41	39.42		36.91	43.92
k, delay calibration	0.11	0.11	0.11	0.50		0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.02	0.09	0.34	85.92		0.75	82.13
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.34	0.48	1.14		0.44	1.12
d, Delay for Lane Group [s/veh]	45.89	8.85	31.75	125.35		37.66	126.05
Lane Group LOS	D	A	C	F		D	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	11.99	3.56	5.71	25.51		4.38	18.69
50th-Percentile Queue Length [ft/ln]	299.79	89.10	142.76	637.85		109.51	467.13
95th-Percentile Queue Length [veh/ln]	17.67	6.42	9.63	36.77		7.81	27.44
95th-Percentile Queue Length [ft/ln]	441.77	160.39	240.74	919.31		195.32	686.00

Movement, Approach, & Intersection Results

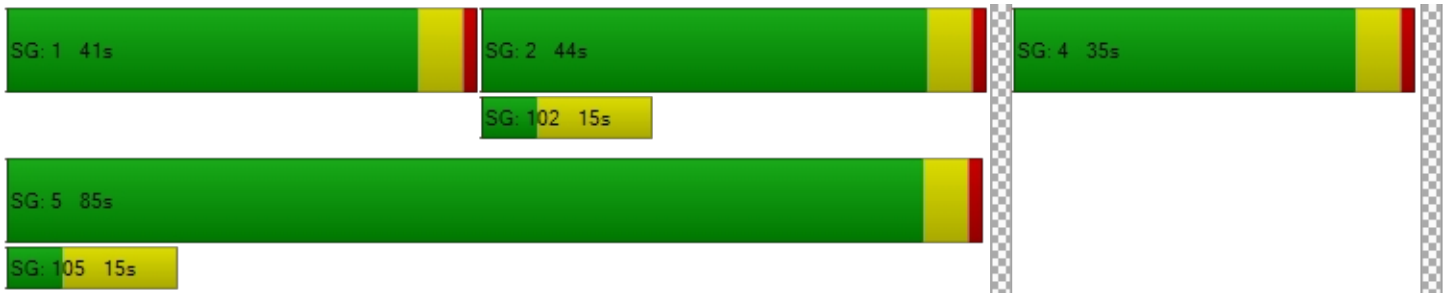
d_M, Delay for Movement [s/veh]	45.89	8.85	0.00	0.00	31.75	125.35	0.00	0.00	0.00	37.66	0.00	126.05
Movement LOS	D	A			C	F				D		F
d_A, Approach Delay [s/veh]	28.72			80.70			0.00			98.82		
Approach LOS	C			F			A			F		
d_I, Intersection Delay [s/veh]	58.93											
Intersection LOS	E											
Intersection V/C	0.930											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	50.23	50.23
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.417	2.164
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1358	662	0	509
d_b, Bicycle Delay [s]	6.06	26.35	58.89	32.71
I_b,int, Bicycle LOS Score for Intersection	2.854	2.457	4.132	1.560
Bicycle LOS	C	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	1035	205	267	336	0	413	1	575	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.70	0.70	0.70	0.70	2.00	0.70	0.70	0.70	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	32	0	71	0	0	0	63	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1093	237	267	407	0	413	1	638	0	0	0
Peak Hour Factor	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	297	64	73	111	0	112	0	173	0	0	0
Total Analysis Volume [veh/h]	0	1188	258	290	442	0	449	1	693	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	0	0
Maximum Green [s]	0	25	0	26	56	0	0	54	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	71	71	71	71	71	71	71	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	19	19	15	38	23	23	23	
g / C, Green / Cycle	0.26	0.26	0.21	0.54	0.32	0.32	0.32	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.17	0.18	0.26	0.24	0.26	0.26	
s, saturation flow rate [veh/h]	6176	1503	1620	1701	1620	1474	1445	
c, Capacity [veh/h]	1614	393	338	919	517	471	461	
d1, Uniform Delay [s]	24.03	23.43	27.14	10.16	21.56	22.23	22.39	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.67	1.87	6.35	0.39	2.07	3.38	3.81	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.74	0.66	0.86	0.48	0.74	0.81	0.83	
d, Delay for Lane Group [s/veh]	24.69	25.30	33.48	10.55	23.63	25.61	26.20	
Lane Group LOS	C	C	C	B	C	C	C	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.12	3.63	4.85	3.39	5.21	5.51	5.59	
50th-Percentile Queue Length [ft/ln]	103.01	90.76	121.26	84.66	130.30	137.75	139.79	
95th-Percentile Queue Length [veh/ln]	7.42	6.53	8.46	6.10	8.96	9.36	9.47	
95th-Percentile Queue Length [ft/ln]	185.42	163.37	211.56	152.39	223.90	233.99	236.75	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	24.69	25.30	33.48	10.55	0.00	23.93	25.61	25.93	0.00	0.00	0.00
Movement LOS		C	C	C	B		C	C	C			
d_A, Approach Delay [s/veh]	24.80			19.64			25.15			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	23.78											
Intersection LOS	C											
Intersection V/C	0.635											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	27.07	27.07
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.487	1.972
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	704	1578	1521	0
d_b, Bicycle Delay [s]	14.90	1.58	2.03	35.49
l_b,int, Bicycle LOS Score for Intersection	2.156	2.767	3.446	4.132
Bicycle LOS	B	C	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	38.7
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.763

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	120	1201	25	0	712	199	0	0	253	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	0.00	0.70	0.70	0.00	2.00	0.70	2.00	2.00	0.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	90	0	0	134	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	1291	25	0	846	199	0	0	260	0	0	39
Peak Hour Factor	0.8800	0.8800	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	0.8800	1.0000	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	367	7	0	240	57	0	0	74	0	0	11
Total Analysis Volume [veh/h]	142	1467	28	0	961	226	0	0	295	0	0	44
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.76	0.00	0.00	0.14
d_M, Delay for Movement [s/veh]	13.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	38.66	0.00	0.00	18.67
Movement LOS	B	A	A		A	A			E			C
95th-Percentile Queue Length [veh/ln]	0.93	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.24	0.00	0.00	0.49
95th-Percentile Queue Length [ft/ln]	23.31	0.00	0.00	0.00	0.00	0.00	0.00	0.00	156.08	0.00	0.00	12.36
d_A, Approach Delay [s/veh]	1.13			0.00			38.66			18.67		
Approach LOS	A			A			E			C		
d_I, Intersection Delay [s/veh]	4.45											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.372

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	43	992	2	0	27	769	31	66	1	37	5	7	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	2.00	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	0	73	0	5	31	21	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	1000	2	73	27	774	62	87	1	42	5	7	52
Peak Hour Factor	0.8500	0.8500	0.8500	1.00	0.85	0.85	0.85	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	294	1	18	8	228	18	26	0	12	1	2	15
Total Analysis Volume [veh/h]	60	1176	2	73	32	911	73	102	1	49	6	8	61
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	39	39	39	39	39	39	39	39	39	39
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	8	18	18	9	20	20	11	11	11	11
g / C, Green / Cycle	0.21	0.47	0.47	0.24	0.51	0.51	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.03	0.21	0.21	0.06	0.26	0.26	0.07	0.03	0.01	0.04
s, saturation flow rate [veh/h]	1728	3598	1888	1787	1889	1841	1411	1606	1714	1606
c, Capacity [veh/h]	356	1703	894	433	963	938	585	456	619	456
d1, Uniform Delay [s]	12.69	6.86	6.86	11.85	6.34	6.34	10.81	10.27	10.03	10.35
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.27	0.51	0.11	0.43	0.44	0.05	0.04	0.01	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.45	0.45	0.24	0.52	0.52	0.18	0.11	0.02	0.13
d, Delay for Lane Group [s/veh]	12.77	7.13	7.37	11.96	6.77	6.79	10.87	10.30	10.03	10.40
Lane Group LOS	B	A	A	B	A	A	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.36	1.43	1.56	0.52	1.27	1.24	0.57	0.26	0.07	0.33
50th-Percentile Queue Length [ft/ln]	9.00	35.82	39.10	13.11	31.82	31.09	14.28	6.49	1.80	8.14
95th-Percentile Queue Length [veh/ln]	0.65	2.58	2.82	0.94	2.29	2.24	1.03	0.47	0.13	0.59
95th-Percentile Queue Length [ft/ln]	16.19	64.47	70.39	23.60	57.28	55.97	25.71	11.67	3.24	14.65

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.77	7.21	7.37	11.9	11.9	6.78	6.79	10.87	10.87	10.30	10.03	10.03	10.40
Movement LOS	B	A	A	B	B	A	A	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	7.48			7.28				10.68			10.33		
Approach LOS	A			A				B			B		
d_I, Intersection Delay [s/veh]	7.67												
Intersection LOS	A												
Intersection V/C	0.372												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	9.92	9.92	9.92
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.139	1.969	1.919
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3099	3099	1911	1911
d_b, Bicycle Delay [s]	5.84	5.84	0.04	0.04
l_b,int, Bicycle LOS Score for Intersection	3.832	4.115	2.728	2.601
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	44.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	5	5	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	283	278	90	262	213	122	778	217	179	547	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	73	72	23	68	55	31	201	56	46	141	16
Total Analysis Volume [veh/h]	356	292	287	93	270	220	126	802	224	185	564	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	17	43	0	12	38	0	6	34	0	11	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	17	26	26	6	15	15	6	22	22	11	27	27
g / C, Green / Cycle	0.20	0.31	0.31	0.07	0.18	0.18	0.07	0.26	0.26	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.22	0.09	0.20	0.06	0.08	0.15	0.08	0.22	0.22	0.11	0.13	0.13
s, saturation flow rate [veh/h]	1618	3235	1444	1618	3235	1502	1618	3235	1517	1618	3235	1613
c, Capacity [veh/h]	322	988	441	118	579	269	114	837	392	209	1027	512
d1, Uniform Delay [s]	34.17	22.64	25.70	38.93	31.39	33.71	39.67	29.89	29.93	36.56	22.84	22.87
k, delay calibration	0.45	0.11	0.11	0.11	0.11	0.11	0.29	0.11	0.11	0.26	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	78.78	0.17	1.63	11.13	0.59	6.09	96.51	2.25	4.79	24.10	0.26	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.30	0.65	0.79	0.47	0.82	1.11	0.83	0.84	0.89	0.41	0.41
d, Delay for Lane Group [s/veh]	112.95	22.80	27.33	50.05	31.98	39.81	136.18	32.15	34.72	60.66	23.10	23.40
Lane Group LOS	F	C	C	D	C	D	F	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.24	2.09	4.81	2.18	2.39	4.55	5.33	6.58	6.48	5.00	3.11	3.18
50th-Percentile Queue Length [ft/ln]	331.09	52.19	120.20	54.44	59.64	113.68	133.34	164.54	162.08	125.08	77.82	79.43
95th-Percentile Queue Length [veh/ln]	20.20	3.76	8.40	3.92	4.29	8.04	9.41	10.79	10.66	8.67	5.60	5.72
95th-Percentile Queue Length [ft/ln]	505.05	93.95	210.11	98.00	107.36	201.10	235.28	269.73	266.48	216.79	140.08	142.97

Movement, Approach, & Intersection Results

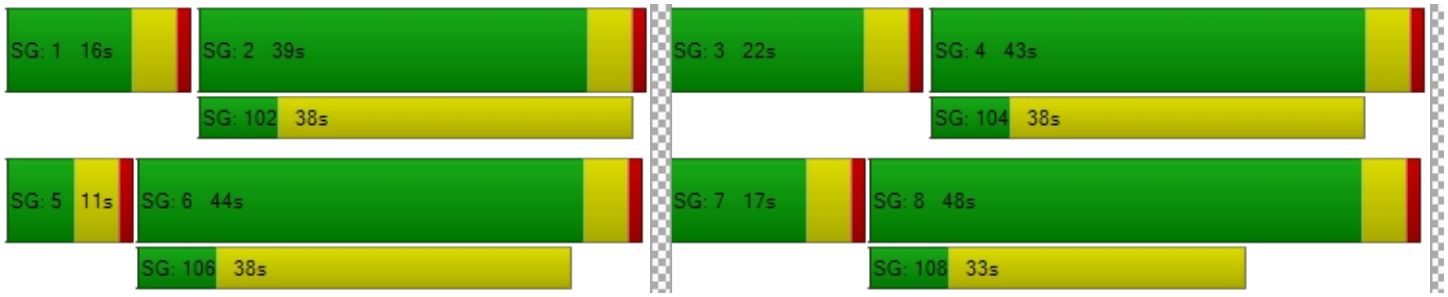
d_M, Delay for Movement [s/veh]	112.95	22.80	27.33	50.05	31.98	39.81	136.18	32.48	34.72	60.66	23.17	23.40
Movement LOS	F	C	C	D	C	D	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	58.52			37.82			44.26			31.72		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	44.08											
Intersection LOS	D											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.30	32.30	32.30	32.30
l_p,int, Pedestrian LOS Score for Intersection	2.843	2.813	3.016	2.961
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1010	892	798	916
d_b, Bicycle Delay [s]	10.44	13.07	15.38	12.52
l_b,int, Bicycle LOS Score for Intersection	2.331	2.041	2.193	2.007
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Buildout Year Without Project LOS Calculation Sheets

Thousand Oaks TIA

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Report File: J:\...\Future NB_AM.pdf

Scenario 5 AM_FNB
1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.277	10.9	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.346	3.3	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.691	18.0	B
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.508	14.9	B
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.601	20.8	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.459	22.5	C
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.363	6.4	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	SB Left	0.585	28.2	C

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.277

Intersection Setup

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	120	61	47	105	86	32	29	414	119	31	329	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	61	47	105	86	32	29	414	119	31	329	58
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	32	16	13	28	23	9	8	111	32	8	88	16
Total Analysis Volume [veh/h]	129	66	51	113	92	34	31	445	128	33	354	62
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	42	42	42	42	42	42	42	42	42	42
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	10	11	9	11	6	16	16	6	16	16
g / C, Green / Cycle	0.23	0.25	0.22	0.25	0.15	0.38	0.38	0.15	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.04	0.07	0.06	0.07	0.02	0.13	0.08	0.02	0.10	0.04
s, saturation flow rate [veh/h]	3420	1717	1761	1765	1761	3520	1572	1761	3520	1572
c, Capacity [veh/h]	772	438	385	438	260	1324	591	265	1333	595
d1, Uniform Delay [s]	13.33	12.74	13.96	13.03	15.82	9.54	9.07	15.74	9.18	8.60
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.12	0.16	0.13	0.07	0.06	0.07	0.08	0.04	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.27	0.29	0.29	0.12	0.34	0.22	0.12	0.27	0.10
d, Delay for Lane Group [s/veh]	13.37	12.86	14.12	13.17	15.90	9.59	9.14	15.81	9.22	8.62
Lane Group LOS	B	B	B	B	B	A	A	B	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.42	0.76	0.78	0.83	0.22	1.09	0.60	0.24	0.83	0.28
50th-Percentile Queue Length [ft/ln]	10.59	18.91	19.57	20.74	5.62	27.22	15.03	5.97	20.86	6.90
95th-Percentile Queue Length [veh/ln]	0.76	1.36	1.41	1.49	0.40	1.96	1.08	0.43	1.50	0.50
95th-Percentile Queue Length [ft/ln]	19.06	34.04	35.22	37.33	10.12	49.00	27.06	10.74	37.55	12.42

Movement, Approach, & Intersection Results

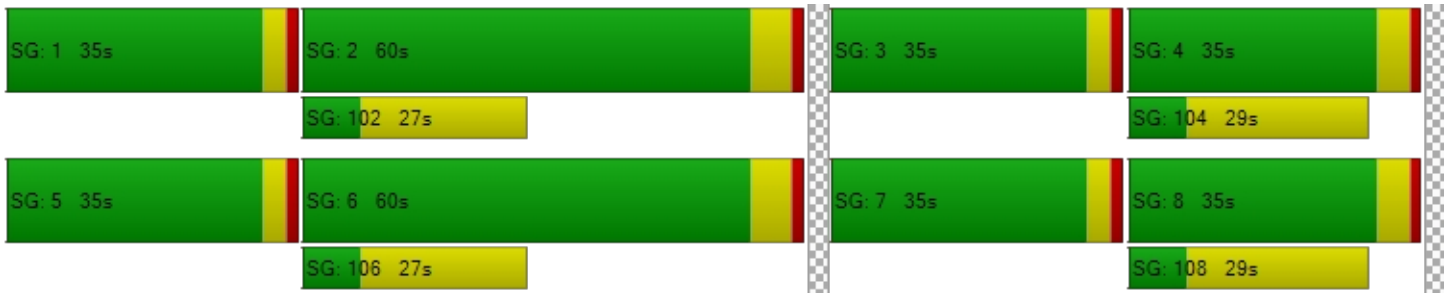
d_M, Delay for Movement [s/veh]	13.37	12.86	12.86	14.12	13.17	13.17	15.90	9.59	9.14	15.81	9.22	8.62
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.13			13.62			9.82			9.62		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.88											
Intersection LOS	B											
Intersection V/C	0.277											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.67	11.67	11.67	11.67
l_p,int, Pedestrian LOS Score for Intersection	2.209	2.025	2.621	2.609
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1412	1412	2542	2542
d_b, Bicycle Delay [s]	1.84	1.84	1.56	1.56
l_b,int, Bicycle LOS Score for Intersection	1.966	1.954	2.058	1.930
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.346

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	12	17	15	167	13	36	28	573	6	17	523	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	17	15	167	13	36	28	573	6	17	523	142
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	4	44	3	9	7	151	2	4	138	37
Total Analysis Volume [veh/h]	13	18	16	176	14	38	29	603	6	18	551	149
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	27	27	27	27	27	27	27	27
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.41	0.41	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.04	0.16	0.16	0.02	0.19	0.19
s, saturation flow rate [veh/h]	1734	1509	776	1871	1865	845	1871	1736
c, Capacity [veh/h]	883	856	649	1099	1096	700	1099	1020
d1, Uniform Delay [s]	4.85	5.48	3.59	2.78	2.78	3.26	2.89	2.89
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.06	0.01	0.05	0.05	0.01	0.06	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.27	0.04	0.28	0.28	0.03	0.33	0.33
d, Delay for Lane Group [s/veh]	4.86	5.54	3.60	2.83	2.83	3.27	2.95	2.96
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.42	0.02	0.02	0.02	0.01	0.02	0.02
50th-Percentile Queue Length [ft/ln]	1.94	10.61	0.57	0.43	0.43	0.27	0.55	0.55
95th-Percentile Queue Length [veh/ln]	0.14	0.76	0.04	0.03	0.03	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	3.50	19.09	1.02	0.77	0.77	0.49	0.98	0.98

Movement, Approach, & Intersection Results

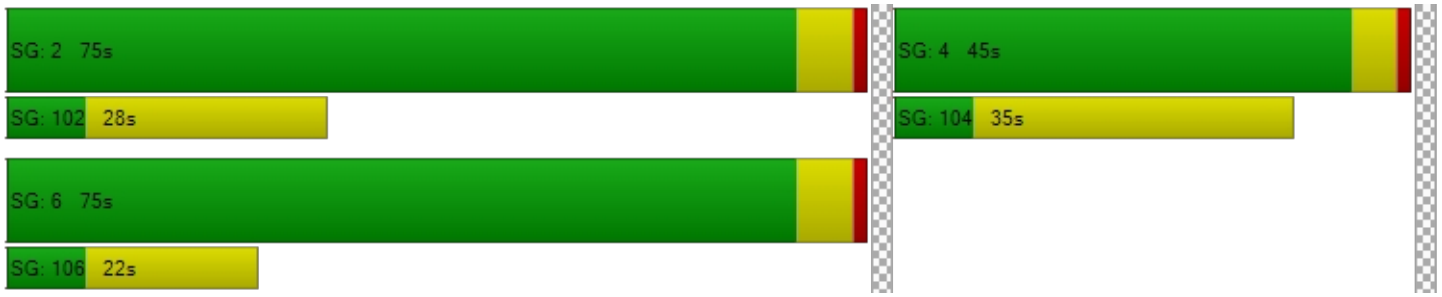
d_M, Delay for Movement [s/veh]	4.86	4.86	4.86	5.54	5.54	5.54	3.60	2.83	2.83	3.27	2.96	2.96
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.86			5.54			2.87			2.97		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.34											
Intersection LOS	A											
Intersection V/C	0.346											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.84	4.84	4.84	4.84
l_p,int, Pedestrian LOS Score for Intersection	1.702	1.883	2.521	2.815
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2937	2937	5067	5067
d_b, Bicycle Delay [s]	2.99	2.99	32.02	32.02
l_b,int, Bicycle LOS Score for Intersection	1.637	1.936	2.086	2.152
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	18.0
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.691

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	432	37	572	0	0	15	5	358	400	202	329	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.60	1.60	1.60	2.00	2.00	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	432	37	572	0	0	15	5	358	400	202	329	2
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	113	10	149	0	0	4	1	93	104	53	86	1
Total Analysis Volume [veh/h]	450	39	596	0	0	16	5	373	417	210	343	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	68	68	68	68	68	68	68	68	68	68
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	28	28	28	6	5	22	22	11	29	29
g / C, Green / Cycle	0.42	0.42	0.42	0.09	0.07	0.33	0.33	0.16	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.36	0.01	0.00	0.10	0.26	0.06	0.09	0.09
s, saturation flow rate [veh/h]	1787	1800	1658	1595	1787	3572	1595	3470	1876	1872
c, Capacity [veh/h]	747	753	694	136	121	1178	526	552	790	788
d1, Uniform Delay [s]	13.40	13.38	18.05	28.86	29.77	17.14	20.79	25.72	12.62	12.62
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.09	0.09	1.24	0.14	0.05	0.06	1.04	0.16	0.05	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.32	0.86	0.12	0.04	0.32	0.79	0.38	0.22	0.22
d, Delay for Lane Group [s/veh]	13.49	13.47	19.30	29.00	29.82	17.20	21.82	25.88	12.67	12.67
Lane Group LOS	B	B	B	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.26	2.26	7.60	0.25	0.07	2.01	5.57	1.44	1.50	1.50
50th-Percentile Queue Length [ft/ln]	56.52	56.45	190.04	6.24	1.87	50.14	139.13	36.10	37.62	37.56
95th-Percentile Queue Length [veh/ln]	4.07	4.06	12.12	0.45	0.13	3.61	9.43	2.60	2.71	2.70
95th-Percentile Queue Length [ft/ln]	101.74	101.61	303.08	11.23	3.36	90.26	235.85	64.98	67.72	67.61

Movement, Approach, & Intersection Results

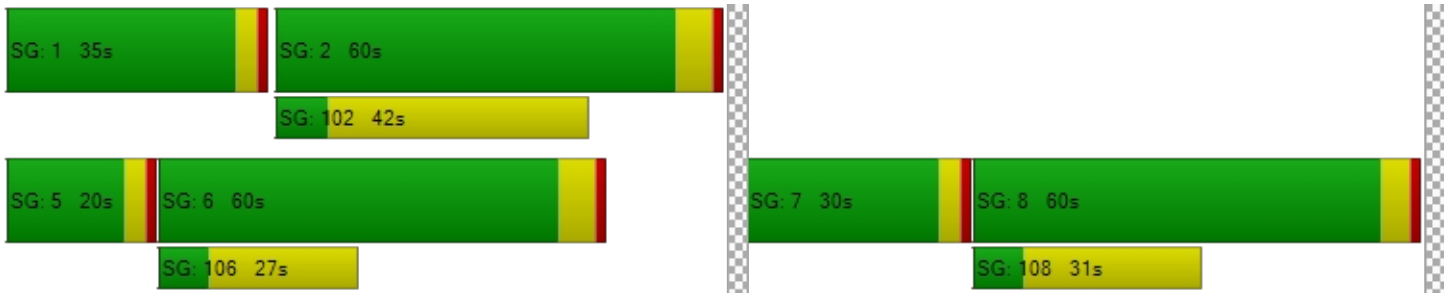
d_M, Delay for Movement [s/veh]	13.48	13.47	19.30	0.00	0.00	29.00	29.82	17.20	21.82	25.88	12.67	12.67
Movement LOS	B	B	B			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	16.68			29.00			19.70			17.67		
Approach LOS	B			C			B			B		
d_I, Intersection Delay [s/veh]	17.96											
Intersection LOS	B											
Intersection V/C	0.691											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	23.98	23.98	0.00	23.98
l_p,int, Pedestrian LOS Score for Intersection	2.674	1.715	0.000	2.727
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1613	763	1584	1584
d_b, Bicycle Delay [s]	1.27	13.05	1.48	1.48
l_b,int, Bicycle LOS Score for Intersection	3.350	1.560	2.215	2.017
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	14.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.508

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	383	770	0	0	444	227	0	0	0	147	0	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.40	1.40	2.00	2.00	1.40	1.40	2.00	2.00	2.00	1.40	2.00	1.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	383	770	0	0	444	227	0	0	0	147	0	293
Peak Hour Factor	0.9400	0.9400	1.0000	1.0000	0.9400	0.9400	1.0000	1.0000	1.0000	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	102	205	0	0	118	60	0	0	0	39	0	78
Total Analysis Volume [veh/h]	407	819	0	0	472	241	0	0	0	156	0	312
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	29	71	0	0	37	0	0	0	0	39	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	48	48	48	48		48	48
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	9	25	11	11		13	13
g / C, Green / Cycle	0.19	0.52	0.23	0.23		0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.13	0.25	0.15	0.16		0.10	0.22
s, saturation flow rate [veh/h]	3128	3220	3220	1495		1611	1437
c, Capacity [veh/h]	587	1673	732	340		437	390
d1, Uniform Delay [s]	18.13	7.39	16.71	17.00		14.05	16.21
k, delay calibration	0.11	0.11	0.11	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.49	0.22	0.96	2.73		0.49	3.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.69	0.49	0.64	0.71		0.36	0.80
d, Delay for Lane Group [s/veh]	19.61	7.62	17.67	19.73		14.55	20.05
Lane Group LOS	B	A	B	B		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	1.80	1.59	1.94	2.17		1.11	2.84
50th-Percentile Queue Length [ft/ln]	45.06	39.65	48.48	54.29		27.77	71.00
95th-Percentile Queue Length [veh/ln]	3.24	2.85	3.49	3.91		2.00	5.11
95th-Percentile Queue Length [ft/ln]	81.11	71.37	87.27	97.72		49.98	127.81

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	19.61	7.62	0.00	0.00	17.67	19.73	0.00	0.00	0.00	14.55	0.00	20.05
Movement LOS	B	A			B	B				B		C
d_A, Approach Delay [s/veh]	11.60			18.37			0.00			18.22		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	14.89											
Intersection LOS	B											
Intersection V/C	0.508											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	14.08	14.08
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	1.994	2.020
Crosswalk LOS	F	F	A	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2981	1554	0	1638
d_b, Bicycle Delay [s]	5.74	1.19	23.81	0.78
l_b,int, Bicycle LOS Score for Intersection	2.571	2.148	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	20.8
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.601

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	564	151	243	348	0	589	0	842	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.20	1.20	1.20	1.20	2.00	1.20	1.20	1.20	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	564	151	243	348	0	589	0	842	0	0	0
Peak Hour Factor	1.0000	0.9700	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	145	39	63	90	0	152	0	217	0	0	0
Total Analysis Volume [veh/h]	0	581	156	251	359	0	607	0	868	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	26	0	26	57	0	0	53	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	63	63	63	63	63	63	63	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	10	10	12	27	26	26	26	
g / C, Green / Cycle	0.16	0.16	0.19	0.43	0.41	0.41	0.41	
(v / s)_i Volume / Saturation Flow Rate	0.09	0.10	0.16	0.21	0.30	0.33	0.34	
s, saturation flow rate [veh/h]	6152	1497	1613	1694	1613	1477	1440	
c, Capacity [veh/h]	991	241	303	726	665	609	593	
d1, Uniform Delay [s]	24.42	24.69	24.53	13.01	15.62	16.28	16.49	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.55	2.90	5.72	0.52	1.64	2.61	3.05	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.59	0.65	0.83	0.49	0.74	0.81	0.83	
d, Delay for Lane Group [s/veh]	24.97	27.58	30.25	13.53	17.26	18.88	19.54	
Lane Group LOS	C	C	C	B	B	B	B	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	1.81	2.12	3.63	3.01	5.02	5.36	5.49	
50th-Percentile Queue Length [ft/ln]	45.24	52.93	90.66	75.35	125.60	134.02	137.18	
95th-Percentile Queue Length [veh/ln]	3.26	3.81	6.53	5.42	8.70	9.16	9.33	
95th-Percentile Queue Length [ft/ln]	81.43	95.28	163.18	135.62	217.50	228.95	233.22	

Movement, Approach, & Intersection Results

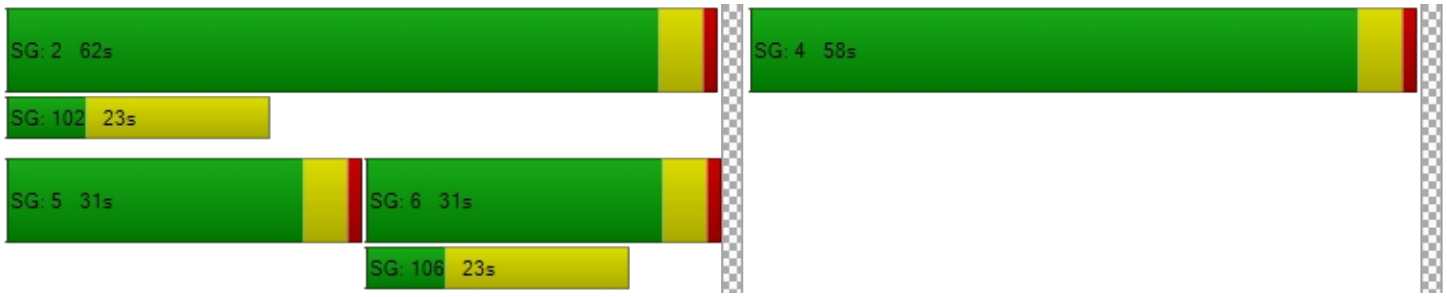
d_M, Delay for Movement [s/veh]	0.00	24.97	27.58	30.25	13.53	0.00	17.57	18.88	19.26	0.00	0.00	0.00
Movement LOS		C	C	C	B		B	B	B			
d_A, Approach Delay [s/veh]	25.53			20.41			18.56			0.00		
Approach LOS	C			C			B			A		
d_I, Intersection Delay [s/veh]	20.78											
Intersection LOS	C											
Intersection V/C	0.601											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	21.31	21.31
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.639	1.893
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	830	1819	1691	0
d_b, Bicycle Delay [s]	10.74	0.26	0.75	31.34
I_b,int, Bicycle LOS Score for Intersection	1.864	2.566	3.993	4.132
Bicycle LOS	A	B	D	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	22.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.459

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	101	694	47	0	982	207	0	0	167	0	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	1.30	1.30	0.00	1.30	1.30	0.00	2.00	1.30	2.00	2.00	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	101	694	47	0	982	207	0	0	167	0	0	20
Peak Hour Factor	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	1.0000	1.0000	0.9700	1.0000	1.0000	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	26	179	12	0	253	53	0	0	43	0	0	5
Total Analysis Volume [veh/h]	104	715	48	0	1012	213	0	0	172	0	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.18	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.46	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	12.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	22.49	0.00	0.00	12.10
Movement LOS	B	A	A		A	A			C			B
95th-Percentile Queue Length [veh/ln]	0.66	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.33	0.00	0.00	0.12
95th-Percentile Queue Length [ft/ln]	16.60	0.00	0.00	0.00	0.00	0.00	0.00	0.00	58.25	0.00	0.00	3.10
d_A, Approach Delay [s/veh]	1.53			0.00			22.49			12.10		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	6.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.363

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	34	592	6	0	51	949	55	83	2	36	2	3	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	2.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	34	592	6	0	51	949	55	83	2	36	2	3	28
Peak Hour Factor	0.9600	0.9600	0.9600	1.00	0.96	0.96	0.96	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	154	2	0	13	247	14	22	1	9	1	1	7
Total Analysis Volume [veh/h]	35	617	6	0	53	989	57	86	2	38	2	3	29
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	34	34	34	34	34	34	34	34	34	34
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	16	16	7	17	17	10	10	10	10
g / C, Green / Cycle	0.20	0.48	0.48	0.22	0.50	0.50	0.30	0.30	0.30	0.30
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.03	0.28	0.28	0.06	0.02	0.00	0.02
s, saturation flow rate [veh/h]	1717	3575	1868	1788	1877	1842	1429	1596	1722	1596
c, Capacity [veh/h]	339	1706	892	395	941	923	642	481	669	481
d1, Uniform Delay [s]	11.08	5.20	5.20	10.54	5.83	5.84	8.75	8.42	8.25	8.38
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.05	0.10	0.20	0.06	0.53	0.54	0.04	0.03	0.00	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.10	0.24	0.24	0.13	0.56	0.56	0.14	0.08	0.01	0.06
d, Delay for Lane Group [s/veh]	11.13	5.30	5.40	10.59	6.36	6.37	8.79	8.45	8.25	8.40
Lane Group LOS	B	A	A	B	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.17	0.48	0.53	0.21	0.93	0.91	0.37	0.15	0.02	0.12
50th-Percentile Queue Length [ft/ln]	4.22	12.01	13.16	5.20	23.18	22.81	9.17	3.83	0.49	2.91
95th-Percentile Queue Length [veh/ln]	0.30	0.86	0.95	0.37	1.67	1.64	0.66	0.28	0.04	0.21
95th-Percentile Queue Length [ft/ln]	7.59	21.62	23.68	9.36	41.72	41.06	16.51	6.90	0.88	5.23

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.13	5.33	5.40	10.5	10.5	6.37	6.37	8.79	8.79	8.45	8.25	8.25	8.40
Movement LOS	B	A	A	B	B	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.64			6.57				8.69			8.37		
Approach LOS	A			A				A			A		
d_I, Intersection Delay [s/veh]	6.42												
Intersection LOS	A												
Intersection V/C	0.363												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	7.57	7.57	7.57
l_p,int, Pedestrian LOS Score for Intersection	0.000	2.960	1.939	1.904
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3579	3579	2207	2207
d_b, Bicycle Delay [s]	10.45	10.45	0.18	0.18
l_b,int, Bicycle LOS Score for Intersection	3.513	4.106	2.686	2.534
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	28.2
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.585

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	43	40	25	56	48	33	172	72	55	144	24
Total Analysis Volume [veh/h]	177	170	158	101	222	193	133	687	289	218	577	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	13	38	0	13	38	0	10	34	0	15	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	71	71	71	71	71	71	71	71	71	71	71	71
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	10	16	16	6	12	12	7	19	19	11	23	23
g / C, Green / Cycle	0.13	0.22	0.22	0.08	0.17	0.17	0.10	0.26	0.26	0.16	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.11	0.06	0.07	0.13	0.08	0.21	0.21	0.14	0.14	0.14
s, saturation flow rate [veh/h]	1609	3217	1436	1609	3217	1494	1609	3217	1447	1609	3217	1569
c, Capacity [veh/h]	215	708	316	128	534	248	165	838	377	259	1026	500
d1, Uniform Delay [s]	30.23	23.02	24.50	32.42	26.79	28.65	31.46	24.77	24.83	29.19	19.35	19.39
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.64	0.17	1.22	10.33	0.52	5.26	8.81	1.83	4.13	9.11	0.30	0.62
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.24	0.50	0.79	0.42	0.78	0.80	0.80	0.81	0.84	0.44	0.44
d, Delay for Lane Group [s/veh]	37.87	23.19	25.72	42.75	27.31	33.91	40.27	26.60	28.96	38.30	19.65	20.01
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	B	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.17	1.09	2.22	1.95	1.59	3.24	2.50	5.03	4.81	4.02	2.72	2.73
50th-Percentile Queue Length [ft/ln]	79.25	27.18	55.61	48.82	39.72	81.10	62.61	125.70	120.28	100.40	67.97	68.26
95th-Percentile Queue Length [veh/ln]	5.71	1.96	4.00	3.52	2.86	5.84	4.51	8.71	8.41	7.23	4.89	4.91
95th-Percentile Queue Length [ft/ln]	142.64	48.93	100.10	87.88	71.49	145.97	112.69	217.64	210.21	180.73	122.35	122.86

Movement, Approach, & Intersection Results

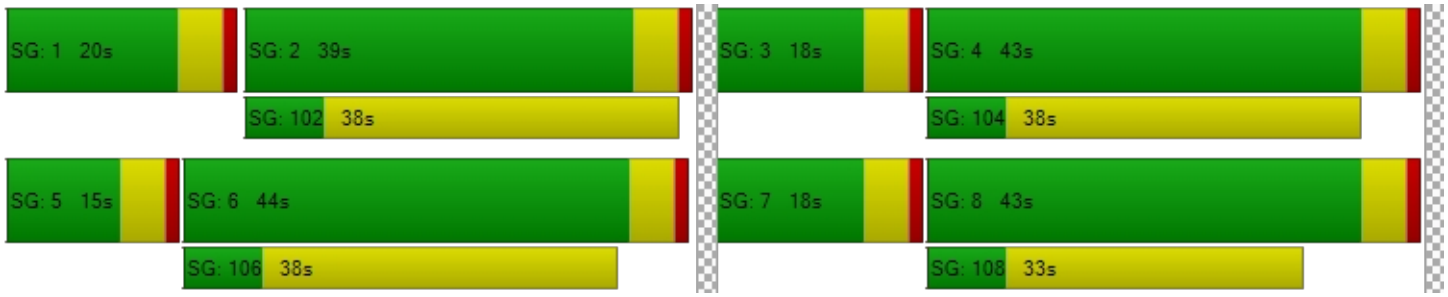
d_M, Delay for Movement [s/veh]	37.87	23.19	25.72	42.75	27.31	33.91	40.27	26.65	28.96	38.30	19.73	20.01
Movement LOS	D	C	C	D	C	C	D	C	C	D	B	C
d_A, Approach Delay [s/veh]	29.13			32.80			28.89			24.30		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.24											
Intersection LOS	C											
Intersection V/C	0.585											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	25.59	25.59	25.59	25.59
l_p,int, Pedestrian LOS Score for Intersection	2.741	2.773	2.963	2.923
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1063	1063	951	1091
d_b, Bicycle Delay [s]	7.84	7.84	9.83	7.38
l_b,int, Bicycle LOS Score for Intersection	1.976	1.985	2.170	2.050
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Thousand Oaks TIA

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Report File: J:\...\Future NB_PM.pdf

Scenario 6 PM_FNB
1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.375	11.6	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.485	3.8	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.735	21.3	C
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.936	61.2	E
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.624	23.3	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.673	29.1	D
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	SB Left	0.343	6.6	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	NB Left	0.693	42.5	D

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	11.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.375

Intersection Setup

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	140	104	79	80	51	35	42	548	137	78	689	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	140	104	79	80	51	35	42	548	137	78	689	117
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	27	20	21	13	9	11	141	35	20	178	30
Total Analysis Volume [veh/h]	144	107	81	82	53	36	43	565	141	80	710	121
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	44	44	44	44	44	44	44	44	44	44
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	10	11	9	10	7	16	16	8	18	18
g / C, Green / Cycle	0.22	0.26	0.19	0.23	0.16	0.36	0.36	0.19	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.04	0.11	0.05	0.05	0.02	0.16	0.09	0.04	0.20	0.08
s, saturation flow rate [veh/h]	3486	1752	1795	1759	1795	3589	1602	1795	3589	1602
c, Capacity [veh/h]	775	448	346	398	282	1293	577	343	1416	632
d1, Uniform Delay [s]	14.07	13.84	15.24	14.08	16.24	10.83	10.01	15.28	10.20	8.85
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.23	0.13	0.10	0.09	0.09	0.08	0.13	0.10	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.42	0.24	0.22	0.15	0.44	0.24	0.23	0.50	0.19
d, Delay for Lane Group [s/veh]	14.11	14.07	15.37	14.18	16.33	10.92	10.09	15.41	10.30	8.91
Lane Group LOS	B	B	B	B	B	B	B	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.51	1.35	0.62	0.64	0.33	1.61	0.75	0.59	1.94	0.58
50th-Percentile Queue Length [ft/ln]	12.71	33.86	15.52	15.91	8.21	40.36	18.76	14.69	48.61	14.46
95th-Percentile Queue Length [veh/ln]	0.92	2.44	1.12	1.15	0.59	2.91	1.35	1.06	3.50	1.04
95th-Percentile Queue Length [ft/ln]	22.88	60.94	27.94	28.64	14.78	72.65	33.76	26.44	87.50	26.04

Movement, Approach, & Intersection Results

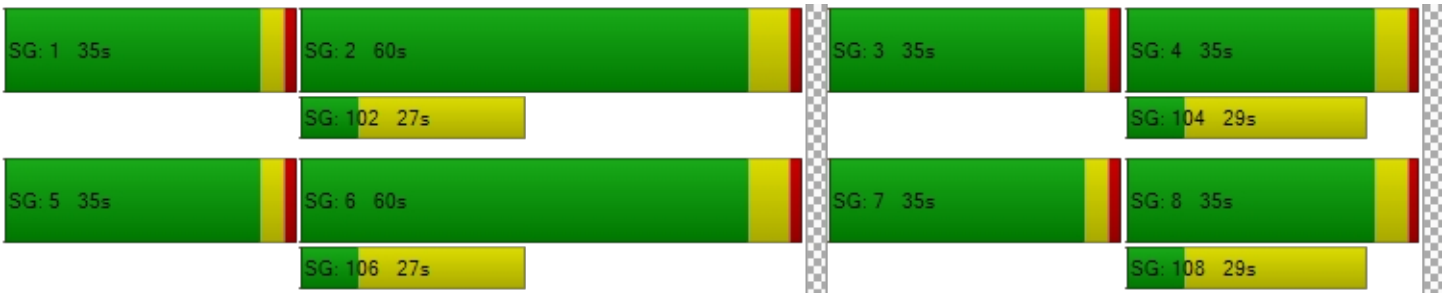
d_M, Delay for Movement [s/veh]	14.11	14.07	14.07	15.37	14.18	14.18	16.33	10.92	10.09	15.41	10.30	8.91
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	14.09			14.75			11.08			10.57		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.61											
Intersection LOS	B											
Intersection V/C	0.375											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.57	12.57	12.57	12.57
l_p,int, Pedestrian LOS Score for Intersection	2.238	2.043	2.722	2.722
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1351	1351	2432	2432
d_b, Bicycle Delay [s]	2.34	2.34	1.04	1.04
l_b,int, Bicycle LOS Score for Intersection	2.107	1.842	2.178	2.311
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.485

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	14	24	12	176	14	50	33	742	5	24	892	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	24	12	176	14	50	33	742	5	24	892	184
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	6	3	47	4	13	9	199	1	6	240	49
Total Analysis Volume [veh/h]	15	26	13	189	15	54	35	798	5	26	959	198
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	28	28	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.17	0.07	0.21	0.21	0.04	0.32	0.32
s, saturation flow rate [veh/h]	1769	1527	509	1886	1882	711	1886	1776
c, Capacity [veh/h]	902	861	464	1101	1099	605	1101	1037
d1, Uniform Delay [s]	4.86	5.59	5.34	3.05	3.05	3.81	3.51	3.52
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.07	0.03	0.08	0.08	0.01	0.15	0.16
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.30	0.08	0.37	0.37	0.04	0.54	0.54
d, Delay for Lane Group [s/veh]	4.87	5.66	5.36	3.13	3.13	3.82	3.67	3.68
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	0.49	0.06	0.06	0.06	0.02	0.11	0.11
50th-Percentile Queue Length [ft/ln]	2.27	12.36	1.47	1.49	1.49	0.60	2.73	2.65
95th-Percentile Queue Length [veh/ln]	0.16	0.89	0.11	0.11	0.11	0.04	0.20	0.19
95th-Percentile Queue Length [ft/ln]	4.08	22.26	2.64	2.68	2.68	1.08	4.92	4.78

Movement, Approach, & Intersection Results

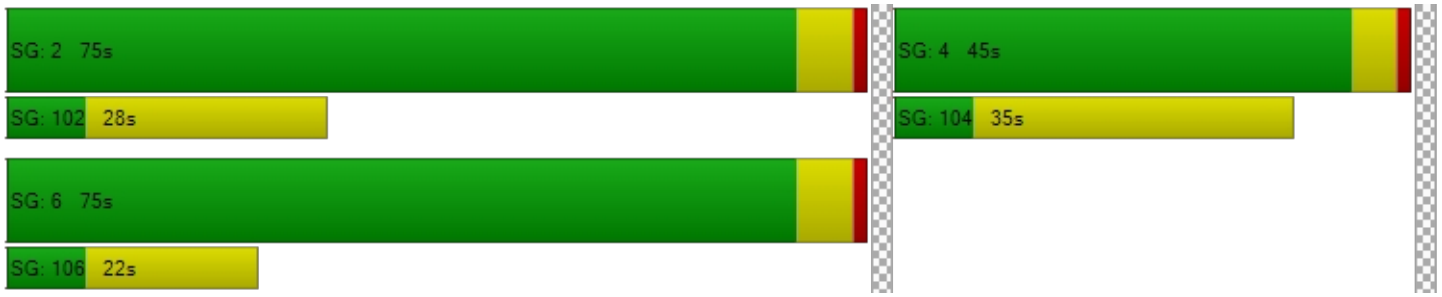
d_M, Delay for Movement [s/veh]	4.87	4.87	4.87	5.66	5.66	5.66	5.36	3.13	3.13	3.82	3.67	3.68
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.87			5.66			3.22			3.68		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.76											
Intersection LOS	A											
Intersection V/C	0.485											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.97	4.97	4.97	4.97
I_p,int, Pedestrian LOS Score for Intersection	1.722	1.938	2.667	2.987
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2904	2904	5010	5010
d_b, Bicycle Delay [s]	2.81	2.81	31.19	31.19
I_b,int, Bicycle LOS Score for Intersection	1.649	1.985	2.251	2.536
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.735

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	625	28	409	0	0	44	18	498	457	516	566	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	2.00	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	625	28	409	0	0	44	18	498	457	516	566	4
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	163	7	107	0	0	11	5	130	119	134	147	1
Total Analysis Volume [veh/h]	651	29	426	0	0	46	19	519	476	538	590	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	75	75	75	75	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	24	24	24	8	6	27	27	15	36	36
g / C, Green / Cycle	0.32	0.32	0.32	0.11	0.08	0.36	0.36	0.21	0.48	0.48
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.26	0.03	0.01	0.14	0.30	0.15	0.16	0.16
s, saturation flow rate [veh/h]	1798	1805	1669	1605	1798	3595	1605	3492	1888	1884
c, Capacity [veh/h]	569	572	529	179	151	1286	574	724	908	906
d1, Uniform Delay [s]	21.52	21.50	23.43	30.39	31.68	18.02	21.92	27.75	11.95	11.95
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.37	0.37	1.12	0.28	0.14	0.08	1.20	0.57	0.08	0.08
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.60	0.59	0.81	0.26	0.13	0.40	0.83	0.74	0.33	0.33
d, Delay for Lane Group [s/veh]	21.90	21.87	24.55	30.67	31.82	18.09	23.11	28.32	12.02	12.03
Lane Group LOS	C	C	C	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	4.69	4.69	6.48	0.78	0.31	3.11	7.09	4.29	2.72	2.71
50th-Percentile Queue Length [ft/ln]	117.27	117.14	162.07	19.52	7.76	77.64	177.25	107.24	67.94	67.78
95th-Percentile Queue Length [veh/ln]	8.24	8.24	10.66	1.41	0.56	5.59	11.46	7.69	4.89	4.88
95th-Percentile Queue Length [ft/ln]	206.07	205.90	266.46	35.14	13.96	139.75	286.43	192.15	122.28	122.00

Movement, Approach, & Intersection Results

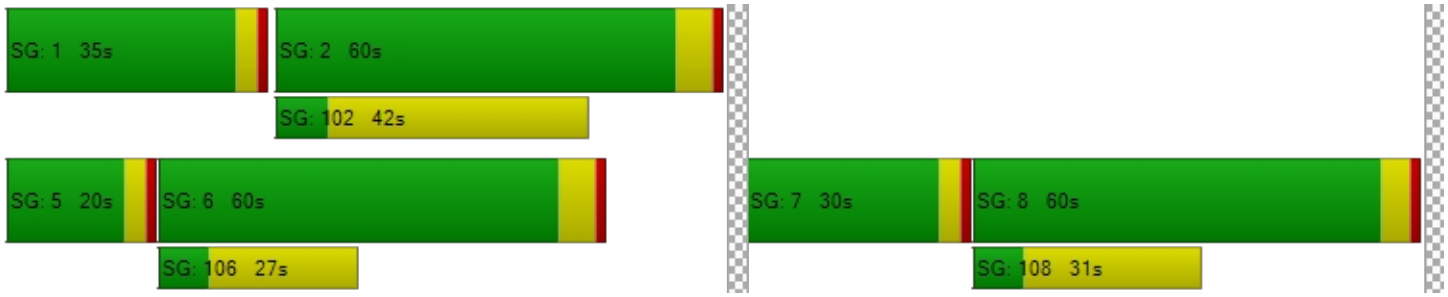
d_M, Delay for Movement [s/veh]	21.88	21.87	24.55	0.00	0.00	30.67	31.82	18.09	23.11	28.32	12.02	12.03
Movement LOS	C	C	C			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	22.91			30.67			20.71			19.77		
Approach LOS	C			C			C			B		
d_I, Intersection Delay [s/veh]	21.26											
Intersection LOS	C											
Intersection V/C	0.735											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	27.10	27.10	0.00	27.10
I_p,int, Pedestrian LOS Score for Intersection	2.772	1.728	0.000	2.836
Crosswalk LOS	C	A	F	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1475	697	1448	1448
d_b, Bicycle Delay [s]	2.57	15.82	2.84	2.84
I_b,int, Bicycle LOS Score for Intersection	3.385	1.560	2.396	2.494
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	61.2
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.936

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	770	691	0	0	494	556	0	0	0	136	0	412
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	2.00	2.00	0.60	0.60	2.00	2.00	2.00	0.60	2.00	0.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	770	691	0	0	494	556	0	0	0	136	0	412
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	201	180	0	0	129	145	0	0	0	35	0	107
Total Analysis Volume [veh/h]	802	720	0	0	515	579	0	0	0	142	0	429
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	36	80	0	0	39	0	0	0	0	30	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	116	116	116	116		116	116
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	32	76	39	39		30	30
g / C, Green / Cycle	0.28	0.66	0.34	0.34		0.26	0.26
(v / s)_i Volume / Saturation Flow Rate	0.25	0.22	0.16	0.38		0.09	0.30
s, saturation flow rate [veh/h]	3148	3240	3240	1504		1621	1447
c, Capacity [veh/h]	872	2125	1088	505		418	373
d1, Uniform Delay [s]	40.74	8.85	30.49	38.60		35.05	43.10
k, delay calibration	0.11	0.11	0.11	0.50		0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	4.52	0.09	0.32	87.14		0.48	93.55
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.92	0.34	0.47	1.15		0.34	1.15
d, Delay for Lane Group [s/veh]	45.26	8.94	30.82	125.74		35.52	136.66
Lane Group LOS	D	A	C	F		D	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	11.18	3.52	5.52	25.80		3.22	19.96
50th-Percentile Queue Length [ft/ln]	279.62	88.01	137.94	644.94		80.62	498.92
95th-Percentile Queue Length [veh/ln]	16.67	6.34	9.37	37.22		5.80	29.50
95th-Percentile Queue Length [ft/ln]	416.74	158.41	234.25	930.48		145.11	737.57

Movement, Approach, & Intersection Results

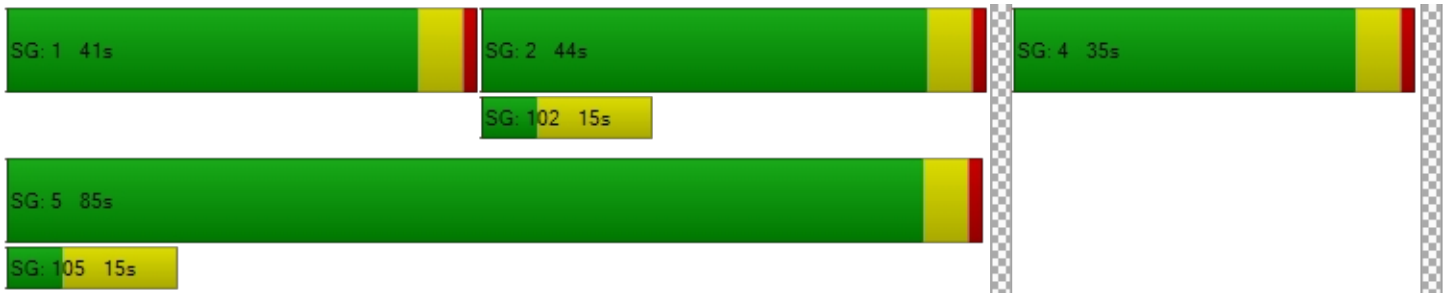
d_M, Delay for Movement [s/veh]	45.26	8.94	0.00	0.00	30.82	125.74	0.00	0.00	0.00	35.52	0.00	136.66
Movement LOS	D	A			C	F				D		F
d_A, Approach Delay [s/veh]	28.08			81.05			0.00			111.51		
Approach LOS	C			F			A			F		
d_I, Intersection Delay [s/veh]	61.21											
Intersection LOS	E											
Intersection V/C	0.936											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	49.42	49.42
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.402	2.146
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1378	672	0	517
d_b, Bicycle Delay [s]	5.62	25.62	58.07	31.95
I_b,int, Bicycle LOS Score for Intersection	2.815	2.462	4.132	1.560
Bicycle LOS	C	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	23.3
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.624

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	1042	212	284	346	0	418	1	579	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.70	0.70	0.70	0.70	2.00	0.70	0.70	0.70	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1042	212	284	346	0	418	1	579	0	0	0
Peak Hour Factor	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	283	58	77	94	0	114	0	157	0	0	0
Total Analysis Volume [veh/h]	0	1133	230	309	376	0	454	1	629	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	0	0
Maximum Green [s]	0	25	0	26	56	0	0	54	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	69	69	69	69	69	69	69	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	17	17	15	38	21	21	21	
g / C, Green / Cycle	0.25	0.25	0.22	0.55	0.31	0.31	0.31	
(v / s)_i Volume / Saturation Flow Rate	0.18	0.15	0.19	0.22	0.22	0.24	0.25	
s, saturation flow rate [veh/h]	6176	1503	1620	1701	1620	1487	1445	
c, Capacity [veh/h]	1569	382	359	932	496	455	443	
d1, Uniform Delay [s]	23.42	22.58	25.73	9.00	21.29	21.85	22.05	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.64	1.53	6.12	0.28	2.07	3.18	3.74	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.72	0.60	0.86	0.40	0.73	0.79	0.82	
d, Delay for Lane Group [s/veh]	24.06	24.11	31.85	9.28	23.36	25.03	25.79	
Lane Group LOS	C	C	C	A	C	C	C	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	3.76	3.05	4.91	2.51	4.78	5.01	5.11	
50th-Percentile Queue Length [ft/ln]	94.06	76.32	122.81	62.65	119.39	125.24	127.77	
95th-Percentile Queue Length [veh/ln]	6.77	5.49	8.55	4.51	8.36	8.68	8.82	
95th-Percentile Queue Length [ft/ln]	169.30	137.37	213.68	112.77	208.99	217.01	220.46	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	24.06	24.11	31.85	9.28	0.00	23.70	25.03	25.47	0.00	0.00	0.00
Movement LOS		C	C	C	A		C	C	C			
d_A, Approach Delay [s/veh]	24.07			19.46			24.73			0.00		
Approach LOS	C			B			C			A		
d_I, Intersection Delay [s/veh]	23.29											
Intersection LOS	C											
Intersection V/C	0.624											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	25.87	25.87
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.456	1.966
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	729	1633	1575	0
d_b, Bicycle Delay [s]	13.84	1.15	1.55	34.28
l_b,int, Bicycle LOS Score for Intersection	2.122	2.690	3.348	4.132
Bicycle LOS	B	B	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	29.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.673

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	120	1215	25	0	726	199	0	0	253	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	0.00	0.70	0.70	0.00	2.00	0.70	2.00	2.00	0.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	120	1215	25	0	726	199	0	0	253	0	0	39
Peak Hour Factor	0.8800	0.8800	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	0.8800	1.0000	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	34	345	7	0	206	57	0	0	72	0	0	11
Total Analysis Volume [veh/h]	136	1381	28	0	825	226	0	0	288	0	0	44
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.67	0.00	0.00	0.13
d_M, Delay for Movement [s/veh]	11.79	0.00	0.00	0.00	0.00	0.00	0.00	0.00	29.05	0.00	0.00	17.69
Movement LOS	B	A	A		A	A			D			C
95th-Percentile Queue Length [veh/ln]	0.76	0.00	0.00	0.00	0.00	0.00	0.00	0.00	4.84	0.00	0.00	0.46
95th-Percentile Queue Length [ft/ln]	19.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00	120.89	0.00	0.00	11.49
d_A, Approach Delay [s/veh]	1.04			0.00			29.05			17.69		
Approach LOS	A			A			D			C		
d_I, Intersection Delay [s/veh]	3.67											
Intersection LOS	D											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	6.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.343

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	43	1002	2	0	27	779	35	70	1	37	5	7	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	2.00	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	43	1002	2	0	27	779	35	70	1	37	5	7	52
Peak Hour Factor	0.8500	0.8500	0.8500	1.00	0.85	0.85	0.85	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	295	1	0	8	229	10	21	0	11	1	2	15
Total Analysis Volume [veh/h]	51	1179	2	0	32	916	41	82	1	44	6	8	61
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	35	35	35	35	35	35	35	35	35	35
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	17	17	6	17	17	11	11	11	11
g / C, Green / Cycle	0.21	0.51	0.51	0.19	0.48	0.48	0.31	0.31	0.31	0.31
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.22	0.02	0.26	0.26	0.06	0.03	0.01	0.04
s, saturation flow rate [veh/h]	1728	3598	1888	1800	1889	1861	1418	1606	1715	1606
c, Capacity [veh/h]	368	1818	954	338	907	894	641	493	675	493
d1, Uniform Delay [s]	11.10	5.42	5.42	11.68	6.30	6.30	8.90	8.58	8.41	8.67
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.23	0.43	0.04	0.48	0.49	0.03	0.03	0.00	0.04
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.14	0.43	0.43	0.09	0.53	0.53	0.13	0.09	0.02	0.12
d, Delay for Lane Group [s/veh]	11.16	5.64	5.85	11.72	6.79	6.80	8.94	8.61	8.41	8.71
Lane Group LOS	B	A	A	B	A	A	A	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.25	0.98	1.08	0.14	1.05	1.04	0.36	0.18	0.06	0.26
50th-Percentile Queue Length [ft/ln]	6.32	24.54	27.11	3.56	26.25	25.90	9.00	4.62	1.43	6.48
95th-Percentile Queue Length [veh/ln]	0.45	1.77	1.95	0.26	1.89	1.86	0.65	0.33	0.10	0.47
95th-Percentile Queue Length [ft/ln]	11.37	44.17	48.80	6.41	47.25	46.62	16.20	8.32	2.58	11.67

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	11.16	5.71	5.85	11.7	11.7	6.79	6.80	8.94	8.94	8.61	8.41	8.41	8.71
Movement LOS	B	A	A	B	B	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	5.94			6.95				8.82			8.66		
Approach LOS	A			A				A			A		
d_I, Intersection Delay [s/veh]	6.59												
Intersection LOS	A												
Intersection V/C	0.343												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	8.05	8.05	8.05
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.074	1.943	1.911
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3467	3467	2138	2138
d_b, Bicycle Delay [s]	9.31	9.31	0.08	0.08
l_b,int, Bicycle LOS Score for Intersection	3.828	4.032	2.687	2.601
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	42.5
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.693

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	71	72	23	66	54	29	201	56	46	141	16
Total Analysis Volume [veh/h]	356	284	287	93	265	214	118	802	224	185	564	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	17	43	0	12	38	0	6	34	0	11	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	17	26	26	6	15	15	6	22	22	11	27	27
g / C, Green / Cycle	0.20	0.30	0.30	0.07	0.17	0.17	0.07	0.26	0.26	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.22	0.09	0.20	0.06	0.08	0.14	0.07	0.22	0.22	0.11	0.13	0.13
s, saturation flow rate [veh/h]	1618	3235	1444	1618	3235	1502	1618	3235	1517	1618	3235	1613
c, Capacity [veh/h]	324	979	437	118	566	263	114	838	393	210	1029	513
d1, Uniform Delay [s]	33.90	22.61	25.74	38.68	31.44	33.66	39.40	29.67	29.72	36.26	22.64	22.68
k, delay calibration	0.45	0.11	0.11	0.11	0.11	0.11	0.25	0.11	0.11	0.26	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	76.05	0.16	1.68	11.11	0.60	6.06	68.21	2.23	4.75	23.04	0.26	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.29	0.66	0.79	0.47	0.81	1.03	0.83	0.84	0.88	0.41	0.41
d, Delay for Lane Group [s/veh]	109.95	22.77	27.42	49.78	32.04	39.72	107.61	31.91	34.46	59.30	22.90	23.20
Lane Group LOS	F	C	C	D	C	D	F	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.03	2.02	4.80	2.16	2.33	4.40	4.45	6.53	6.43	4.92	3.08	3.15
50th-Percentile Queue Length [ft/ln]	325.76	50.47	119.97	54.09	58.36	109.92	111.24	163.15	160.79	122.98	77.11	78.70
95th-Percentile Queue Length [veh/ln]	19.87	3.63	8.39	3.89	4.20	7.84	7.98	10.72	10.59	8.56	5.55	5.67
95th-Percentile Queue Length [ft/ln]	496.70	90.84	209.78	97.36	105.05	195.89	199.59	267.89	264.76	213.91	138.79	141.66

Movement, Approach, & Intersection Results

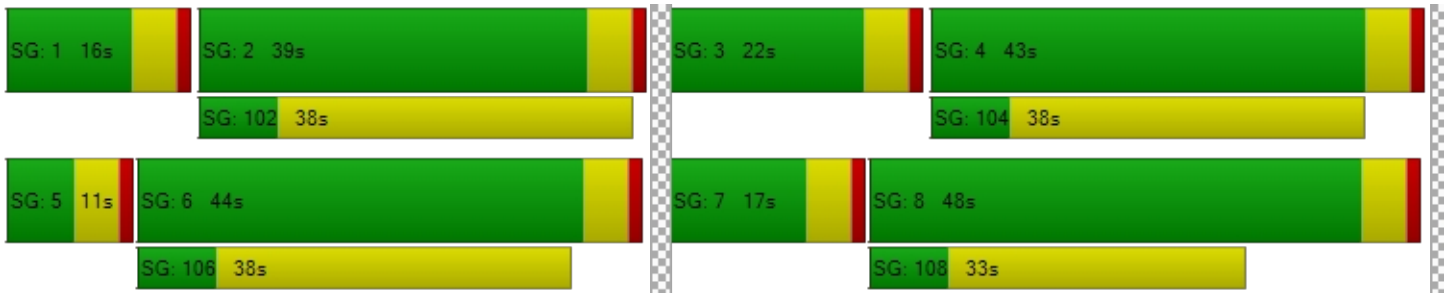
d_M, Delay for Movement [s/veh]	109.95	22.77	27.42	49.78	32.04	39.72	107.61	32.24	34.46	59.30	22.98	23.20
Movement LOS	F	C	C	D	C	D	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	57.69			37.80			40.45			31.26		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	42.47											
Intersection LOS	D											
Intersection V/C	0.693											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.04	32.04	32.04	32.04
l_p,int, Pedestrian LOS Score for Intersection	2.839	2.807	3.013	2.961
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1016	898	803	922
d_b, Bicycle Delay [s]	10.24	12.85	15.15	12.31
l_b,int, Bicycle LOS Score for Intersection	2.324	2.032	2.189	2.007
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Buildout Year With Project LOS Calculation Sheets

Thousand Oaks TIA

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Report File: J:\...\Future B_AM.pdf

Scenario 7 AM_FB
1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.280	10.9	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.351	3.4	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.699	18.3	B
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.527	15.5	B
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.635	22.7	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.479	23.7	C
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.391	7.4	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	SB Left	0.590	28.6	C

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	10.9
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.280

Intersection Setup

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Conejo School Rd			Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	120	61	47	105	86	32	29	414	119	31	329	58
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40	3.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	4	4	0	1	1	0	0	1	1	0	4	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	124	65	47	106	87	32	29	415	120	31	333	62
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	33	17	13	28	23	9	8	112	32	8	90	17
Total Analysis Volume [veh/h]	133	70	51	114	94	34	31	446	129	33	358	67
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	43	43	43	43	43	43	43	43	43	43
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	10	11	9	11	6	16	16	6	16	16
g / C, Green / Cycle	0.23	0.26	0.22	0.25	0.15	0.38	0.38	0.15	0.38	0.38
(v / s)_i Volume / Saturation Flow Rate	0.04	0.07	0.06	0.07	0.02	0.13	0.08	0.02	0.10	0.04
s, saturation flow rate [veh/h]	3420	1721	1761	1766	1761	3520	1572	1761	3520	1572
c, Capacity [veh/h]	775	441	385	438	260	1320	589	264	1330	594
d1, Uniform Delay [s]	13.35	12.76	14.01	13.07	15.88	9.60	9.13	15.79	9.25	8.68
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.12	0.16	0.14	0.08	0.06	0.07	0.08	0.04	0.03
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.27	0.30	0.29	0.12	0.34	0.22	0.12	0.27	0.11
d, Delay for Lane Group [s/veh]	13.39	12.89	14.17	13.21	15.95	9.65	9.20	15.87	9.29	8.71
Lane Group LOS	B	B	B	B	B	A	A	B	A	A
Critical Lane Group	No	Yes	Yes	No	No	Yes	No	Yes	No	No
50th-Percentile Queue Length [veh/ln]	0.44	0.79	0.79	0.85	0.23	1.10	0.61	0.24	0.85	0.30
50th-Percentile Queue Length [ft/ln]	10.95	19.64	19.84	21.17	5.65	27.51	15.28	5.99	21.29	7.54
95th-Percentile Queue Length [veh/ln]	0.79	1.41	1.43	1.52	0.41	1.98	1.10	0.43	1.53	0.54
95th-Percentile Queue Length [ft/ln]	19.72	35.34	35.71	38.11	10.17	49.52	27.51	10.79	38.33	13.57

Movement, Approach, & Intersection Results

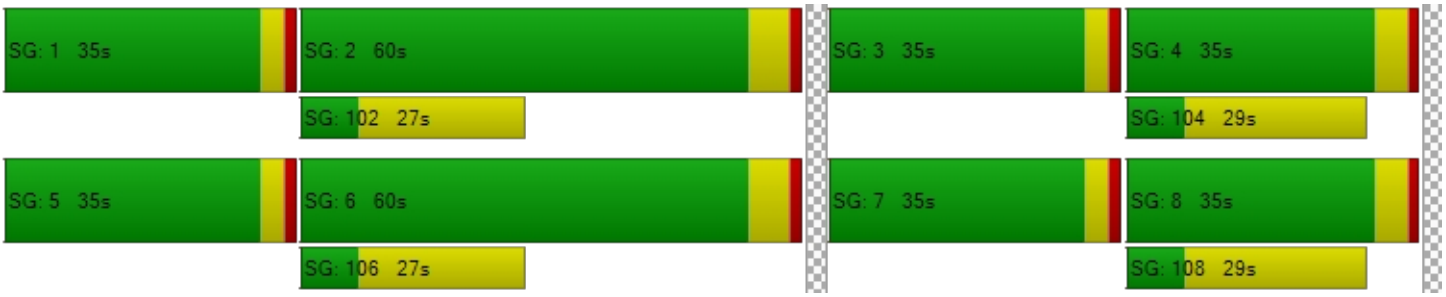
d_M, Delay for Movement [s/veh]	13.39	12.89	12.89	14.17	13.21	13.21	15.95	9.65	9.20	15.87	9.29	8.71
Movement LOS	B	B	B	B	B	B	B	A	A	B	A	A
d_A, Approach Delay [s/veh]	13.15			13.66			9.88			9.68		
Approach LOS	B			B			A			A		
d_I, Intersection Delay [s/veh]	10.94											
Intersection LOS	B											
Intersection V/C	0.280											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	11.73	11.73	11.73	11.73
l_p,int, Pedestrian LOS Score for Intersection	2.211	2.029	2.623	2.612
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1408	1408	2535	2535
d_b, Bicycle Delay [s]	1.87	1.87	1.52	1.52
l_b,int, Bicycle LOS Score for Intersection	1.979	1.959	2.060	1.937
Bicycle LOS	A	A	B	A

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.351

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	12	17	15	167	13	36	28	573	6	17	523	142
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90	1.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	2	0	0	0	2	0	0	7	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	12	17	15	169	13	36	28	575	6	17	530	149
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	4	4	44	3	9	7	151	2	4	139	39
Total Analysis Volume [veh/h]	13	18	16	178	14	38	29	605	6	18	558	157
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	27	27	27	27	27	27	27	27
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	11	11	16	16	16	16	16	16
g / C, Green / Cycle	0.41	0.41	0.59	0.59	0.59	0.59	0.59	0.59
(v / s)_i Volume / Saturation Flow Rate	0.03	0.15	0.04	0.16	0.16	0.02	0.20	0.20
s, saturation flow rate [veh/h]	1734	1509	766	1871	1865	843	1871	1732
c, Capacity [veh/h]	884	856	641	1099	1095	698	1099	1017
d1, Uniform Delay [s]	4.85	5.49	3.64	2.79	2.79	3.27	2.91	2.91
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.06	0.01	0.05	0.05	0.01	0.07	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.05	0.27	0.05	0.28	0.28	0.03	0.34	0.34
d, Delay for Lane Group [s/veh]	4.86	5.55	3.65	2.84	2.84	3.28	2.98	2.99
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.08	0.43	0.02	0.02	0.02	0.01	0.02	0.02
50th-Percentile Queue Length [ft/ln]	1.95	10.73	0.59	0.47	0.47	0.28	0.61	0.61
95th-Percentile Queue Length [veh/ln]	0.14	0.77	0.04	0.03	0.03	0.02	0.04	0.04
95th-Percentile Queue Length [ft/ln]	3.50	19.31	1.06	0.84	0.84	0.50	1.10	1.09

Movement, Approach, & Intersection Results

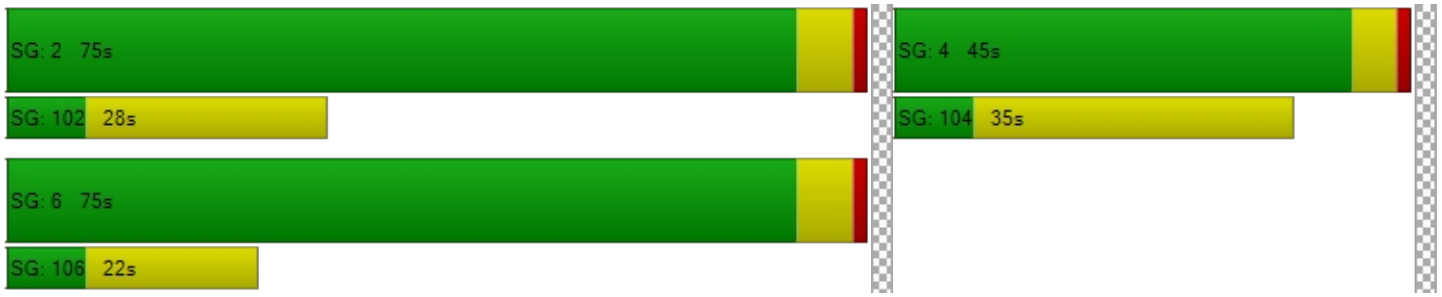
d_M, Delay for Movement [s/veh]	4.86	4.86	4.86	5.55	5.55	5.55	3.65	2.84	2.84	3.28	2.98	2.99
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.86			5.55			2.88			2.99		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.36											
Intersection LOS	A											
Intersection V/C	0.351											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.85	4.85	4.85	4.85
l_p,int, Pedestrian LOS Score for Intersection	1.703	1.888	2.523	2.822
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2935	2935	5063	5063
d_b, Bicycle Delay [s]	2.98	2.98	31.97	31.97
l_b,int, Bicycle LOS Score for Intersection	1.637	1.939	2.088	2.164
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	18.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.699

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	432	37	572	0	0	15	5	358	400	202	329	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.60	1.60	1.60	2.00	2.00	1.60	1.60	1.60	1.60	1.60	1.60	1.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	0	7	0	0	0	0	0	4	2	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	446	37	579	0	0	15	5	358	404	204	329	2
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	10	151	0	0	4	1	93	105	53	86	1
Total Analysis Volume [veh/h]	465	39	603	0	0	16	5	373	421	213	343	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	29	29	29	6	5	23	23	11	29	29
g / C, Green / Cycle	0.42	0.42	0.42	0.08	0.07	0.33	0.33	0.16	0.42	0.42
(v / s)_i Volume / Saturation Flow Rate	0.14	0.14	0.36	0.01	0.00	0.10	0.26	0.06	0.09	0.09
s, saturation flow rate [veh/h]	1787	1800	1658	1595	1787	3572	1595	3470	1876	1872
c, Capacity [veh/h]	753	758	699	135	119	1182	528	542	789	787
d1, Uniform Delay [s]	13.58	13.57	18.34	29.50	30.43	17.42	21.19	26.42	12.89	12.89
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.10	0.09	1.27	0.14	0.05	0.06	1.07	0.17	0.05	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.33	0.86	0.12	0.04	0.32	0.80	0.39	0.22	0.22
d, Delay for Lane Group [s/veh]	13.68	13.66	19.61	29.65	30.48	17.47	22.26	26.59	12.94	12.94
Lane Group LOS	B	B	B	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	2.39	2.38	7.89	0.26	0.08	2.05	5.77	1.51	1.55	1.54
50th-Percentile Queue Length [ft/ln]	59.68	59.60	197.30	6.38	1.91	51.31	144.22	37.69	38.68	38.62
95th-Percentile Queue Length [veh/ln]	4.30	4.29	12.50	0.46	0.14	3.69	9.71	2.71	2.79	2.78
95th-Percentile Queue Length [ft/ln]	107.42	107.29	312.49	11.49	3.44	92.37	242.70	67.84	69.63	69.52

Movement, Approach, & Intersection Results

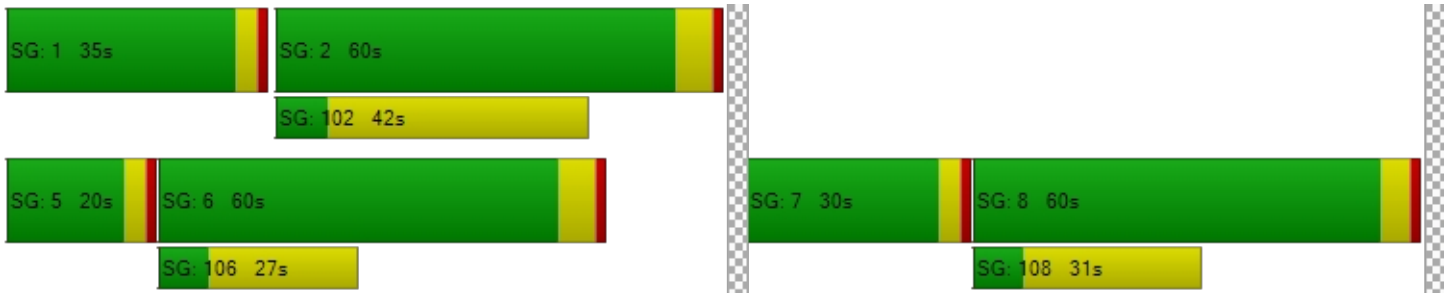
d_M, Delay for Movement [s/veh]	13.67	13.66	19.61	0.00	0.00	29.65	30.48	17.47	22.26	26.59	12.94	12.94
Movement LOS	B	B	B			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	16.91			29.65			20.07			18.15		
Approach LOS	B			C			C			B		
d_I, Intersection Delay [s/veh]	18.29											
Intersection LOS	B											
Intersection V/C	0.699											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.62	24.62	0.00	24.62
l_p,int, Pedestrian LOS Score for Intersection	2.682	1.716	0.000	2.729
Crosswalk LOS	B	A	F	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1583	748	1554	1554
d_b, Bicycle Delay [s]	1.51	13.62	1.73	1.73
l_b,int, Bicycle LOS Score for Intersection	3.386	1.560	2.219	2.020
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	15.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.527

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	383	770	0	0	444	227	0	0	0	147	0	293
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.40	1.40	2.00	2.00	1.40	1.40	2.00	2.00	2.00	1.40	2.00	1.40
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	55	21	0	0	6	0	0	0	0	14	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	438	791	0	0	450	227	0	0	0	161	0	293
Peak Hour Factor	0.9400	0.9400	1.0000	1.0000	0.9400	0.9400	1.0000	1.0000	1.0000	0.9400	1.0000	0.9400
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	116	210	0	0	120	60	0	0	0	43	0	78
Total Analysis Volume [veh/h]	466	841	0	0	479	241	0	0	0	171	0	312
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	29	71	0	0	37	0	0	0	0	39	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	18	0	0	18	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	50	50	50	50		50	50
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	10	26	11	11		13	13
g / C, Green / Cycle	0.21	0.53	0.22	0.22		0.27	0.27
(v / s)_i Volume / Saturation Flow Rate	0.15	0.26	0.15	0.16		0.11	0.22
s, saturation flow rate [veh/h]	3128	3220	3220	1495		1611	1437
c, Capacity [veh/h]	644	1708	723	336		433	387
d1, Uniform Delay [s]	18.49	7.44	17.63	17.89		14.92	17.03
k, delay calibration	0.11	0.11	0.11	0.11		0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	1.56	0.22	1.05	2.89		0.58	4.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.72	0.49	0.66	0.72		0.39	0.81
d, Delay for Lane Group [s/veh]	20.05	7.66	18.68	20.78		15.50	21.04
Lane Group LOS	C	A	B	C		B	C
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	2.17	1.72	2.12	2.33		1.32	3.04
50th-Percentile Queue Length [ft/ln]	54.28	42.99	53.02	58.18		33.08	76.01
95th-Percentile Queue Length [veh/ln]	3.91	3.10	3.82	4.19		2.38	5.47
95th-Percentile Queue Length [ft/ln]	97.70	77.38	95.43	104.72		59.54	136.82

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	20.05	7.66	0.00	0.00	18.68	20.78	0.00	0.00	0.00	15.50	0.00	21.04
Movement LOS	C	A			B	C				B		C
d_A, Approach Delay [s/veh]	12.08			19.38			0.00			19.08		
Approach LOS	B			B			A			B		
d_I, Intersection Delay [s/veh]	15.52											
Intersection LOS	B											
Intersection V/C	0.527											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	15.11	15.11
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.026	2.034
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2852	1486	0	1567
d_b, Bicycle Delay [s]	4.52	1.64	24.89	1.17
I_b,int, Bicycle LOS Score for Intersection	2.638	2.154	4.132	1.560
Bicycle LOS	B	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	22.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.635

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	564	151	243	348	0	589	0	842	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	1.20	1.20	1.20	1.20	2.00	1.20	1.20	1.20	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	76	42	0	20	0	0	0	19	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	640	193	243	368	0	589	0	861	0	0	0
Peak Hour Factor	1.0000	0.9700	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	0.9700	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	165	50	63	95	0	152	0	222	0	0	0
Total Analysis Volume [veh/h]	0	660	199	251	379	0	607	0	888	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	5	0	5	5	0	0	5	0	0	0	0
Maximum Green [s]	0	26	0	26	57	0	0	53	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	7	0	0	7	0	0	0	0	0	0	0
Pedestrian Clearance [s]	0	16	0	0	16	0	0	0	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	69	69	69	69	69	69	69	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	13	13	13	31	28	28	28	
g / C, Green / Cycle	0.19	0.19	0.19	0.44	0.41	0.41	0.41	
(v / s)_i Volume / Saturation Flow Rate	0.11	0.13	0.16	0.22	0.31	0.34	0.35	
s, saturation flow rate [veh/h]	6152	1497	1613	1694	1613	1474	1440	
c, Capacity [veh/h]	1151	280	299	754	662	605	591	
d1, Uniform Delay [s]	25.62	26.38	27.19	13.74	17.40	18.16	18.39	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.45	3.32	6.21	0.52	1.76	2.89	3.37	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.57	0.71	0.84	0.50	0.75	0.82	0.84	
d, Delay for Lane Group [s/veh]	26.07	29.70	33.40	14.26	19.15	21.05	21.76	
Lane Group LOS	C	C	C	B	B	C	C	
Critical Lane Group	No	Yes	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	2.26	3.02	4.10	3.57	5.91	6.31	6.45	
50th-Percentile Queue Length [ft/ln]	56.48	75.46	102.53	89.19	147.67	157.86	161.37	
95th-Percentile Queue Length [veh/ln]	4.07	5.43	7.38	6.42	9.89	10.44	10.62	
95th-Percentile Queue Length [ft/ln]	101.66	135.83	184.56	160.54	247.31	260.88	265.53	

Movement, Approach, & Intersection Results

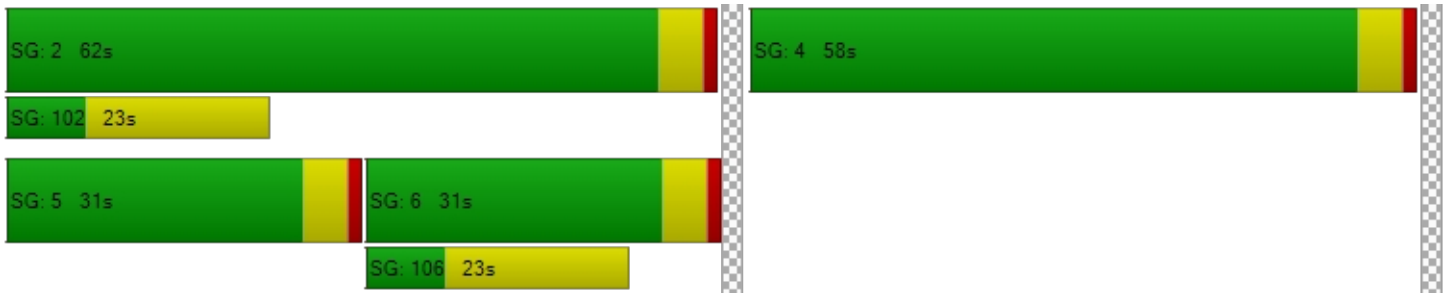
d_M, Delay for Movement [s/veh]	0.00	26.07	29.70	33.40	14.26	0.00	19.49	21.05	21.45	0.00	0.00	0.00
Movement LOS		C	C	C	B		B	C	C			
d_A, Approach Delay [s/veh]	26.91			21.89			20.65			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	22.72											
Intersection LOS	C											
Intersection V/C	0.635											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	24.40	24.40
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.654	1.920
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	753	1651	1535	0
d_b, Bicycle Delay [s]	13.42	1.05	1.86	34.52
I_b,int, Bicycle LOS Score for Intersection	1.914	2.599	4.026	4.132
Bicycle LOS	A	B	D	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	23.7
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.479

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	101	694	47	0	982	207	0	0	167	0	0	20
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.30	1.30	1.30	0.00	1.30	1.30	0.00	2.00	1.30	2.00	2.00	1.30
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	6	118	0	0	39	0	0	0	2	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	107	812	47	0	1021	207	0	0	169	0	0	20
Peak Hour Factor	0.9700	0.9700	0.9700	1.0000	0.9700	0.9700	1.0000	1.0000	0.9700	1.0000	1.0000	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	28	209	12	0	263	53	0	0	44	0	0	5
Total Analysis Volume [veh/h]	110	837	48	0	1053	213	0	0	174	0	0	21
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.20	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.48	0.00	0.00	0.04
d_M, Delay for Movement [s/veh]	13.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00	23.67	0.00	0.00	12.80
Movement LOS	B	A	A		A	A			C			B
95th-Percentile Queue Length [veh/ln]	0.74	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.49	0.00	0.00	0.14
95th-Percentile Queue Length [ft/ln]	18.56	0.00	0.00	0.00	0.00	0.00	0.00	0.00	62.31	0.00	0.00	3.40
d_A, Approach Delay [s/veh]	1.46			0.00			23.67			12.80		
Approach LOS	A			A			C			B		
d_I, Intersection Delay [s/veh]	2.38											
Intersection LOS	C											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	7.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.391

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	34	592	6	0	51	949	55	83	2	36	2	3	28
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	2.00	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	2	0	97	0	7	9	28	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	594	6	97	51	956	64	111	2	43	2	3	28
Peak Hour Factor	0.9600	0.9600	0.9600	1.00	0.96	0.96	0.96	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	155	2	24	13	249	17	29	1	11	1	1	7
Total Analysis Volume [veh/h]	38	619	6	97	53	996	67	116	2	45	2	3	29
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	37	37	37	37	37	37	37	37	37	37
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	7	16	16	10	19	19	11	11	11	11
g / C, Green / Cycle	0.19	0.43	0.43	0.28	0.52	0.52	0.29	0.29	0.29	0.29
(v / s)_i Volume / Saturation Flow Rate	0.02	0.11	0.11	0.08	0.29	0.29	0.08	0.03	0.00	0.02
s, saturation flow rate [veh/h]	1717	3575	1868	1783	1877	1836	1426	1596	1719	1596
c, Capacity [veh/h]	323	1550	810	491	978	956	606	464	635	464
d1, Uniform Delay [s]	12.56	6.75	6.75	10.68	5.99	6.00	10.21	9.64	9.40	9.55
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.06	0.13	0.25	0.13	0.48	0.50	0.06	0.03	0.00	0.02
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.12	0.26	0.26	0.31	0.55	0.55	0.19	0.10	0.01	0.06
d, Delay for Lane Group [s/veh]	12.62	6.88	7.00	10.81	6.48	6.49	10.27	9.68	9.40	9.57
Lane Group LOS	B	A	A	B	A	A	B	A	A	A
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.22	0.71	0.77	0.65	1.15	1.13	0.61	0.22	0.02	0.14
50th-Percentile Queue Length [ft/ln]	5.45	17.71	19.20	16.37	28.76	28.26	15.15	5.48	0.59	3.49
95th-Percentile Queue Length [veh/ln]	0.39	1.27	1.38	1.18	2.07	2.03	1.09	0.39	0.04	0.25
95th-Percentile Queue Length [ft/ln]	9.81	31.87	34.56	29.46	51.77	50.86	27.27	9.86	1.06	6.29

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.62	6.92	7.00	10.8	10.8	6.48	6.49	10.27	10.27	9.68	9.40	9.40	9.57
Movement LOS	B	A	A	B	B	A	A	B	B	A	A	A	A
d_A, Approach Delay [s/veh]	7.25			7.02				10.10			9.54		
Approach LOS	A			A				B			A		
d_I, Intersection Delay [s/veh]	7.38												
Intersection LOS	A												
Intersection V/C	0.391												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	9.15	9.15	9.15
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.046	1.960	1.912
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3240	3240	1998	1998
d_b, Bicycle Delay [s]	7.12	7.12	0.00	0.00
l_b,int, Bicycle LOS Score for Intersection	3.515	4.200	2.747	2.534
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	28.6
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.590

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	173	167	155	99	218	189	130	673	283	214	565	95
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50	1.50
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	2	0	0	7	7	2	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	173	169	155	99	225	196	132	673	283	214	565	95
Peak Hour Factor	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800	0.9800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	44	43	40	25	57	50	34	172	72	55	144	24
Total Analysis Volume [veh/h]	177	172	158	101	230	200	135	687	289	218	577	97
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	13	38	0	13	38	0	10	34	0	15	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	72	72	72	72	72	72	72	72	72	72	72	72
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	10	16	16	6	12	12	8	19	19	12	23	23
g / C, Green / Cycle	0.13	0.22	0.22	0.08	0.17	0.17	0.10	0.26	0.26	0.16	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.11	0.05	0.11	0.06	0.07	0.13	0.08	0.21	0.21	0.14	0.14	0.14
s, saturation flow rate [veh/h]	1609	3217	1436	1609	3217	1494	1609	3217	1447	1609	3217	1569
c, Capacity [veh/h]	215	722	322	128	548	254	167	836	376	259	1018	497
d1, Uniform Delay [s]	30.61	23.06	24.52	32.81	26.90	28.84	31.80	25.12	25.17	29.57	19.72	19.75
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.11	0.14	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	7.71	0.17	1.15	10.35	0.51	5.32	8.79	1.86	4.19	9.51	0.30	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.82	0.24	0.49	0.79	0.42	0.79	0.81	0.80	0.81	0.84	0.44	0.45
d, Delay for Lane Group [s/veh]	38.32	23.23	25.68	43.16	27.41	34.16	40.59	26.98	29.37	39.08	20.02	20.39
Lane Group LOS	D	C	C	D	C	C	D	C	C	D	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	3.22	1.11	2.24	1.98	1.66	3.40	2.57	5.11	4.89	4.10	2.77	2.79
50th-Percentile Queue Length [ft/ln]	80.40	27.74	55.96	49.44	41.58	85.11	64.28	127.82	122.26	102.42	69.37	69.65
95th-Percentile Queue Length [veh/ln]	5.79	2.00	4.03	3.56	2.99	6.13	4.63	8.82	8.52	7.37	4.99	5.01
95th-Percentile Queue Length [ft/ln]	144.71	49.93	100.73	88.99	74.85	153.19	115.71	220.53	212.93	184.36	124.87	125.37

Movement, Approach, & Intersection Results

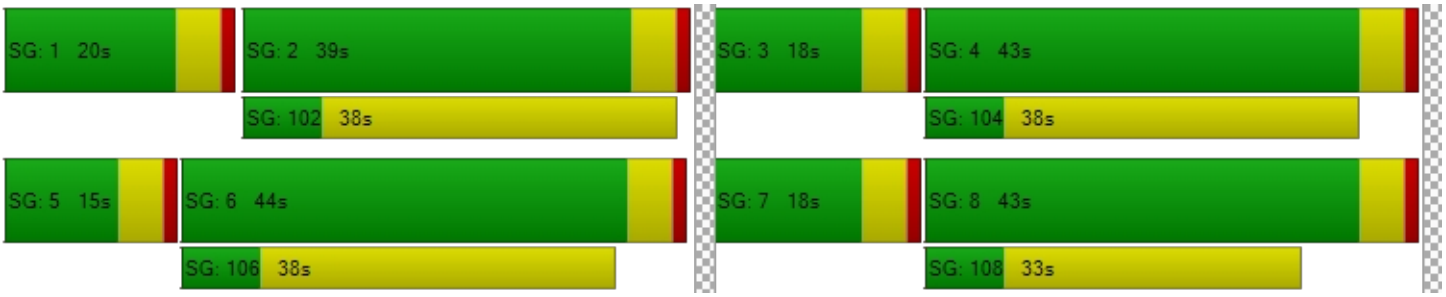
d_M, Delay for Movement [s/veh]	38.32	23.23	25.68	43.16	27.41	34.16	40.59	27.03	29.37	39.08	20.10	20.39
Movement LOS	D	C	C	D	C	C	D	C	C	D	C	C
d_A, Approach Delay [s/veh]	29.26			32.95			29.29			24.77		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	28.60											
Intersection LOS	C											
Intersection V/C	0.590											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.02	26.02	26.02	26.02
l_p,int, Pedestrian LOS Score for Intersection	2.744	2.777	2.965	2.923
Crosswalk LOS	B	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1050	1050	940	1078
d_b, Bicycle Delay [s]	8.16	8.16	10.17	7.69
l_b,int, Bicycle LOS Score for Intersection	1.978	1.998	2.171	2.050
Bicycle LOS	A	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Thousand Oaks TIA

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Report File: J:\...\Future B_PM.pdf

Scenario 8 PM_FB
1/31/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Conejo School Rd/Thousand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.380	11.7	B
2	Skyline Dr/Thousand Oaks Blvd	Signalized	HCM 6th Edition	SB Left	0.495	3.8	A
3	Hampshire Rd/Thouand Oaks Blvd	Signalized	HCM 6th Edition	EB Left	0.750	22.5	C
4	Hampshire Rd/US-101 NB Ramps	Signalized	HCM 6th Edition	WB Right	0.950	63.1	E
5	Hampshire Rd/US-101 SB Ramps	Signalized	HCM 6th Edition	SB Left	0.650	24.9	C
6	Hampshire Rd/Willow Ln	Two-way stop	HCM 6th Edition	EB Right	0.772	39.9	E
7	Hampshire Rd/Foothill Dr	Signalized	HCM 6th Edition	NB Left	0.380	7.7	A
8	Hampshire Rd/Westlake Blvd	Signalized	HCM 6th Edition	EB Left	0.697	44.1	D

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

Intersection Level Of Service Report
Intersection 1: Conejo School Rd/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	11.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	2	0	0	1	0	0	1	0	0	1	0	1
Entry Pocket Length [ft]	175.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name				Conejo School Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	140	104	79	80	51	35	42	548	137	78	689	117
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	3	0	4	4	0	0	4	4	0	3	3
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	143	107	79	84	55	35	42	552	141	78	692	120
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	37	28	20	22	14	9	11	142	36	20	178	31
Total Analysis Volume [veh/h]	147	110	81	87	57	36	43	569	145	80	713	124
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	7	4	0	3	8	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	7	7	0	7	7	0	7	10	0	7	10	0
Maximum Green [s]	31	30	0	31	30	0	31	54	0	31	54	0
Amber [s]	3.0	4.0	0.0	3.0	4.0	0.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	22	0	0	22	0	0	20	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	20.0	0.0	0.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	L	C	L	C	R	L	C	R
C, Cycle Length [s]	45	45	45	45	45	45	45	45	45	45
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	10	11	9	10	7	16	16	8	18	18
g / C, Green / Cycle	0.22	0.26	0.19	0.23	0.16	0.36	0.36	0.19	0.39	0.39
(v / s)_i Volume / Saturation Flow Rate	0.04	0.11	0.05	0.05	0.02	0.16	0.09	0.04	0.20	0.08
s, saturation flow rate [veh/h]	3486	1754	1795	1764	1795	3589	1602	1795	3589	1602
c, Capacity [veh/h]	776	448	351	403	281	1288	575	342	1409	629
d1, Uniform Delay [s]	14.15	13.95	15.25	14.10	16.34	10.95	10.14	15.37	10.32	8.96
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.04	0.24	0.14	0.11	0.09	0.09	0.08	0.13	0.10	0.06
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.19	0.43	0.25	0.23	0.15	0.44	0.25	0.23	0.51	0.20
d, Delay for Lane Group [s/veh]	14.19	14.19	15.39	14.20	16.43	11.04	10.22	15.50	10.42	9.02
Lane Group LOS	B	B	B	B	B	B	B	B	B	A
Critical Lane Group	No	Yes	Yes	No	Yes	No	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.52	1.39	0.66	0.67	0.33	1.65	0.78	0.59	1.98	0.60
50th-Percentile Queue Length [ft/ln]	13.07	34.73	16.54	16.71	8.27	41.19	19.57	14.81	49.51	15.05
95th-Percentile Queue Length [veh/ln]	0.94	2.50	1.19	1.20	0.60	2.97	1.41	1.07	3.56	1.08
95th-Percentile Queue Length [ft/ln]	23.52	62.51	29.78	30.07	14.89	74.14	35.23	26.65	89.11	27.08

Movement, Approach, & Intersection Results

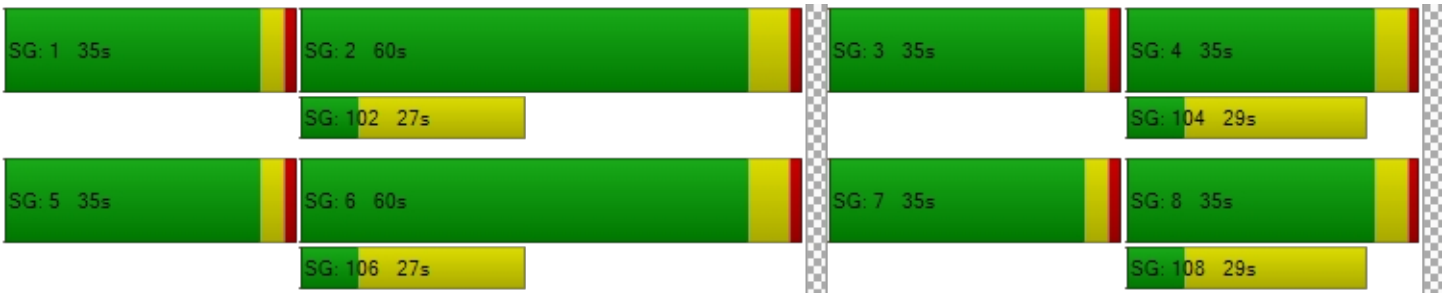
d_M, Delay for Movement [s/veh]	14.19	14.19	14.19	15.39	14.20	14.20	16.43	11.04	10.22	15.50	10.42	9.02
Movement LOS	B	B	B	B	B	B	B	B	B	B	B	A
d_A, Approach Delay [s/veh]	14.19			14.78			11.19			10.68		
Approach LOS	B			B			B			B		
d_I, Intersection Delay [s/veh]	11.73											
Intersection LOS	B											
Intersection V/C	0.380											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	12.66	12.66	12.66	12.66
l_p,int, Pedestrian LOS Score for Intersection	2.241	2.048	2.725	2.726
Crosswalk LOS	B	B	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1345	1345	2421	2421
d_b, Bicycle Delay [s]	2.39	2.39	0.99	0.99
l_b,int, Bicycle LOS Score for Intersection	2.117	1.857	2.184	2.316
Bicycle LOS	B	A	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: Skyline Dr/Thousand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	3.8
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.495

Intersection Setup

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	21.00	12.00	12.00	21.00	12.00	13.00	12.00	12.00	13.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	150.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Skyline Dr			Skyline Dr			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	14	24	12	176	14	50	33	742	5	24	892	184
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	8	0	0	0	8	0	0	5	5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	14	24	12	184	14	50	33	750	5	24	897	189
Peak Hour Factor	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300	0.9300
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	6	3	49	4	13	9	202	1	6	241	51
Total Analysis Volume [veh/h]	15	26	13	198	15	54	35	806	5	26	965	203
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	4	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	7	0	0	7	0	0	10	0	0	10	0
Maximum Green [s]	0	40	0	0	40	0	0	69	0	0	69	0
Amber [s]	0.0	4.0	0.0	0.0	4.0	0.0	0.0	5.0	0.0	0.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0	0.0	1.5	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	28	0	0	28	0	0	21	0	0	15	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall		No			No			Yes			Yes	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0	0.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	28	28	28	28	28	28	28	28
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	12	12	16	16	16	16	16	16
g / C, Green / Cycle	0.42	0.42	0.58	0.58	0.58	0.58	0.58	0.58
(v / s)_i Volume / Saturation Flow Rate	0.03	0.18	0.07	0.22	0.22	0.04	0.32	0.32
s, saturation flow rate [veh/h]	1769	1524	504	1886	1882	706	1886	1774
c, Capacity [veh/h]	904	862	459	1099	1097	600	1099	1034
d1, Uniform Delay [s]	4.86	5.62	5.43	3.08	3.08	3.85	3.55	3.56
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.01	0.08	0.03	0.08	0.08	0.01	0.16	0.17
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.06	0.31	0.08	0.37	0.37	0.04	0.55	0.55
d, Delay for Lane Group [s/veh]	4.87	5.70	5.46	3.16	3.16	3.86	3.71	3.73
Lane Group LOS	A	A	A	A	A	A	A	A
Critical Lane Group	No	Yes	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.09	0.52	0.06	0.07	0.07	0.02	0.12	0.12
50th-Percentile Queue Length [ft/ln]	2.27	12.92	1.51	1.68	1.68	0.62	3.08	2.98
95th-Percentile Queue Length [veh/ln]	0.16	0.93	0.11	0.12	0.12	0.04	0.22	0.21
95th-Percentile Queue Length [ft/ln]	4.08	23.25	2.72	3.03	3.02	1.12	5.54	5.36

Movement, Approach, & Intersection Results

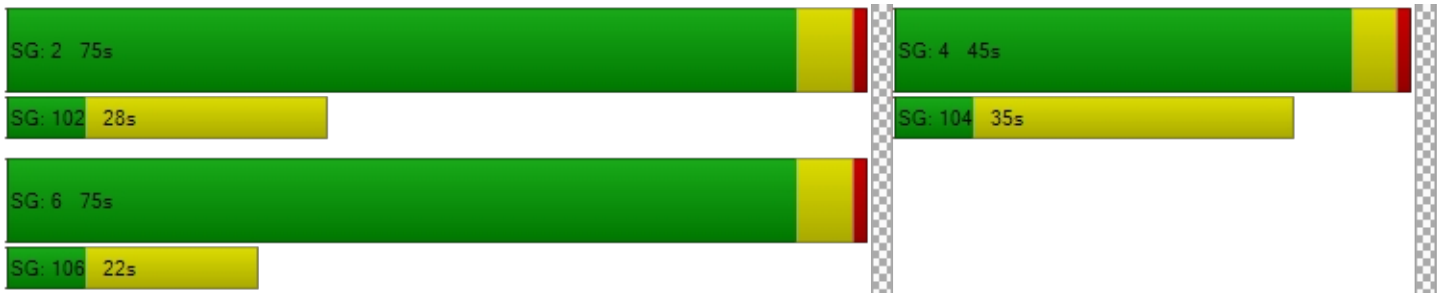
d_M, Delay for Movement [s/veh]	4.87	4.87	4.87	5.70	5.70	5.70	5.46	3.16	3.16	3.86	3.71	3.73
Movement LOS	A	A	A	A	A	A	A	A	A	A	A	A
d_A, Approach Delay [s/veh]	4.87			5.70			3.26			3.72		
Approach LOS	A			A			A			A		
d_I, Intersection Delay [s/veh]	3.80											
Intersection LOS	A											
Intersection V/C	0.495											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	4.99	4.99	4.99	4.99
l_p,int, Pedestrian LOS Score for Intersection	1.722	1.945	2.671	3.006
Crosswalk LOS	A	A	B	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	2899	2899	5000	5000
d_b, Bicycle Delay [s]	2.79	2.79	31.06	31.06
l_b,int, Bicycle LOS Score for Intersection	1.649	2.000	2.258	2.545
Bicycle LOS	A	B	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Hampshire Rd/Thouand Oaks Blvd

Control Type:	Signalized	Delay (sec / veh):	22.5
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.750

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	11.00	15.00	12.00	12.00	12.00	10.00	11.00	11.00	10.00	10.00	15.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	1	0	1	2	0	0
Entry Pocket Length [ft]	225.00	100.00	100.00	100.00	100.00	100.00	250.00	100.00	200.00	350.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	35.00			15.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			No			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			Thousand Oaks Blvd			Thousand Oaks Blvd		
Base Volume Input [veh/h]	625	28	409	0	0	44	18	498	457	516	566	4
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	2.00	2.00	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	10	0	5	0	0	0	0	0	16	8	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	635	28	414	0	0	44	18	498	473	524	566	4
Peak Hour Factor	0.9600	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	165	7	108	0	0	11	5	130	123	136	147	1
Total Analysis Volume [veh/h]	661	29	431	0	0	46	19	519	493	546	590	4
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Split	Split	Split	Split	Permis	Split	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	0	8	0	0	0	7	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	0	7	0	0	0	7	7	10	0	7	10	0
Maximum Green [s]	0	55	0	0	0	26	16	54	0	31	54	0
Amber [s]	0.0	4.0	0.0	0.0	0.0	3.0	3.0	5.0	0.0	3.0	5.0	0.0
All red [s]	0.0	1.0	0.0	0.0	0.0	1.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	1.5	0.0	0.0	0.0	1.5	1.5	1.5	0.0	1.5	1.5	0.0
Walk [s]	0	7	0	0	0	5	0	7	0	0	7	0
Pedestrian Clearance [s]	0	24	0	0	0	10	0	35	0	0	20	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No		No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.5	0.0
Minimum Recall		Yes				No	No	Yes		No	Yes	
Maximum Recall		No				No	No	No		No	No	
Pedestrian Recall		No				No	No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	20.0	0.0	0.0	0.0	20.0	20.0	20.0	0.0	20.0	20.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	R	L	C	R	L	C	C
C, Cycle Length [s]	79	79	79	79	79	79	79	79	79	79
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.00	0.50	0.50
g_i, Effective Green Time [s]	25	25	25	8	6	29	29	16	39	39
g / C, Green / Cycle	0.32	0.32	0.32	0.11	0.08	0.36	0.36	0.21	0.49	0.49
(v / s)_i Volume / Saturation Flow Rate	0.19	0.19	0.26	0.03	0.01	0.14	0.31	0.16	0.16	0.16
s, saturation flow rate [veh/h]	1798	1805	1669	1605	1798	3595	1605	3492	1888	1884
c, Capacity [veh/h]	568	571	527	171	145	1309	584	721	925	923
d1, Uniform Delay [s]	22.95	22.93	25.01	32.56	33.86	18.73	23.14	29.59	12.24	12.24
k, delay calibration	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.39	0.39	1.20	0.31	0.15	0.07	1.30	0.62	0.07	0.07
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.61	0.60	0.82	0.27	0.13	0.40	0.84	0.76	0.32	0.32
d, Delay for Lane Group [s/veh]	23.34	23.32	26.21	32.87	34.01	18.81	24.44	30.20	12.31	12.31
Lane Group LOS	C	C	C	C	C	B	C	C	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	5.15	5.15	7.11	0.84	0.33	3.31	7.95	4.70	2.88	2.87
50th-Percentile Queue Length [ft/ln]	128.82	128.69	177.64	20.99	8.36	82.73	198.63	117.48	71.98	71.81
95th-Percentile Queue Length [veh/ln]	8.88	8.87	11.48	1.51	0.60	5.96	12.57	8.25	5.18	5.17
95th-Percentile Queue Length [ft/ln]	221.89	221.71	286.93	37.79	15.04	148.91	314.19	206.36	129.56	129.26

Movement, Approach, & Intersection Results

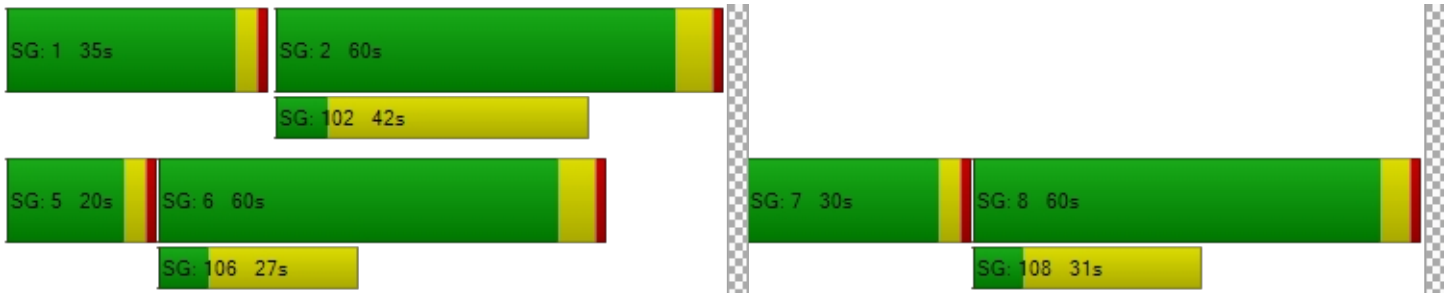
d_M, Delay for Movement [s/veh]	23.33	23.32	26.21	0.00	0.00	32.87	34.01	18.81	24.44	30.20	12.31	12.31
Movement LOS	C	C	C			C	C	B	C	C	B	B
d_A, Approach Delay [s/veh]	24.44			32.87			21.78			20.88		
Approach LOS	C			C			C			C		
d_I, Intersection Delay [s/veh]	22.52											
Intersection LOS	C											
Intersection V/C	0.750											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	0.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.33	29.33	0.00	29.33
l_p,int, Pedestrian LOS Score for Intersection	2.784	1.732	0.000	2.842
Crosswalk LOS	C	A	F	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1390	657	1365	1365
d_b, Bicycle Delay [s]	3.68	17.84	3.99	3.99
l_b,int, Bicycle LOS Score for Intersection	3.409	1.560	2.410	2.500
Bicycle LOS	C	A	B	B

Sequence

Ring 1	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Hampshire Rd/US-101 NB Ramps

Control Type:	Signalized	Delay (sec / veh):	63.1
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.950

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	12.00	12.00	11.00	14.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	300.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	450.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			45.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No						No		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			NB On-Ramp			NB Off-Ramp		
Base Volume Input [veh/h]	770	691	0	0	494	556	0	0	0	136	0	412
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.60	0.60	2.00	2.00	0.60	0.60	2.00	2.00	2.00	0.60	2.00	0.60
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	43	15	0	0	24	0	0	0	0	47	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	813	706	0	0	518	556	0	0	0	183	0	412
Peak Hour Factor	0.9600	0.9600	1.0000	1.0000	0.9600	0.9600	1.0000	1.0000	1.0000	0.9600	1.0000	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	212	184	0	0	135	145	0	0	0	48	0	107
Total Analysis Volume [veh/h]	847	735	0	0	540	579	0	0	0	191	0	429
Presence of On-Street Parking	No		No	No		No				No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Split	Permis	Split
Signal Group	1	5	0	0	2	0	0	0	0	4	0	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	-	-	-	-	-	-	Lead	-	-
Minimum Green [s]	5	10	0	0	10	0	0	0	0	5	0	0
Maximum Green [s]	36	80	0	0	39	0	0	0	0	30	0	0
Amber [s]	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0	4.0	0.0	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	0	0	5	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	0	0	10	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No					No		
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	2.0	0.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0	3.0	0.0	0.0
Minimum Recall	No	Yes			Yes					No		
Maximum Recall	No	No			No					No		
Pedestrian Recall	No	No			No					No		
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	R		L	R
C, Cycle Length [s]	118	118	118	118		118	118
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00		5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00		0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00		3.00	3.00
g_i, Effective Green Time [s]	34	78	39	39		30	30
g / C, Green / Cycle	0.29	0.66	0.33	0.33		0.25	0.25
(v / s)_i Volume / Saturation Flow Rate	0.27	0.23	0.17	0.38		0.12	0.30
s, saturation flow rate [veh/h]	3148	3240	3240	1504		1621	1447
c, Capacity [veh/h]	908	2142	1071	497		412	368
d1, Uniform Delay [s]	40.89	8.77	31.75	39.52		37.21	44.02
k, delay calibration	0.11	0.11	0.11	0.50		0.11	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00		1.00	1.00
d2, Incremental Delay [s]	5.12	0.09	0.37	94.26		0.81	100.60
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00		0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00		1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00		1.00	1.00

Lane Group Results

X, volume / capacity	0.93	0.34	0.50	1.16		0.46	1.17
d, Delay for Lane Group [s/veh]	46.01	8.86	32.12	133.78		38.03	144.61
Lane Group LOS	D	A	C	F		D	F
Critical Lane Group	Yes	No	No	Yes		No	Yes
50th-Percentile Queue Length [veh/ln]	12.10	3.61	6.01	26.65		4.61	20.56
50th-Percentile Queue Length [ft/ln]	302.48	90.37	150.16	666.37		115.29	514.07
95th-Percentile Queue Length [veh/ln]	17.80	6.51	10.03	38.63		8.13	30.51
95th-Percentile Queue Length [ft/ln]	445.10	162.67	250.65	965.75		203.34	762.68

Movement, Approach, & Intersection Results

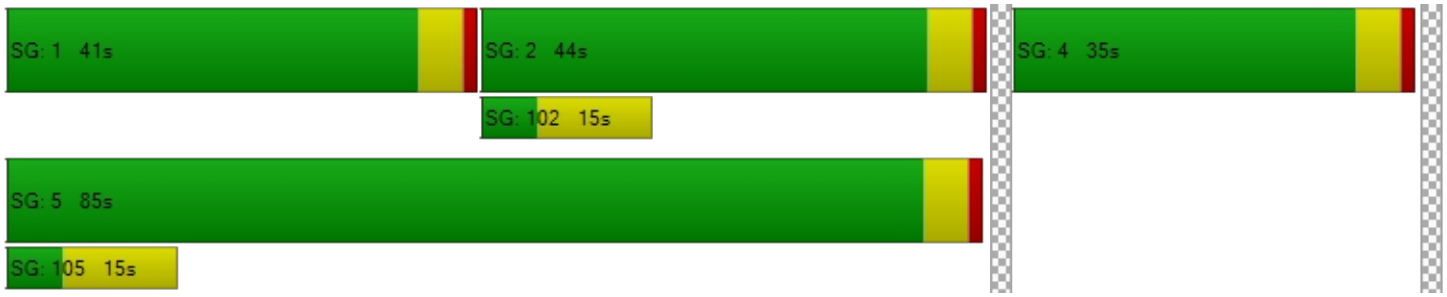
d_M, Delay for Movement [s/veh]	46.01	8.86	0.00	0.00	32.12	133.78	0.00	0.00	0.00	38.03	0.00	144.61
Movement LOS	D	A			C	F				D		F
d_A, Approach Delay [s/veh]	28.75			84.72			0.00			111.78		
Approach LOS	C			F			A			F		
d_I, Intersection Delay [s/veh]	63.11											
Intersection LOS	E											
Intersection V/C	0.950											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	50.33	50.33
I_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.424	2.183
Crosswalk LOS	F	F	B	B
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1356	661	0	509
d_b, Bicycle Delay [s]	6.11	26.43	58.98	32.80
I_b,int, Bicycle LOS Score for Intersection	2.865	2.483	4.132	1.560
Bicycle LOS	C	B	D	A

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 5: Hampshire Rd/US-101 SB Ramps

Control Type:	Signalized	Delay (sec / veh):	24.9
Analysis Method:	HCM 6th Edition	Level Of Service:	C
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.650

Intersection Setup

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	10.00	16.00	11.00	11.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			45.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No					
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd			SB Off-Ramp			SB On-Ramp		
Base Volume Input [veh/h]	0	1042	212	284	346	0	418	1	579	0	0	0
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	0.70	0.70	0.70	0.70	2.00	0.70	0.70	0.70	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	58	32	0	71	0	0	0	63	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	0	1100	244	284	417	0	418	1	642	0	0	0
Peak Hour Factor	1.0000	0.9200	0.9200	0.9200	0.9200	1.0000	0.9200	0.9200	0.9200	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	0	299	66	77	113	0	114	0	174	0	0	0
Total Analysis Volume [veh/h]	0	1196	265	309	453	0	454	1	698	0	0	0
Presence of On-Street Parking	No		No	No		No	No		No			
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Protect	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	6	0	5	2	0	0	4	0	0	0	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	5	10	0	0	10	0	0	0	0
Maximum Green [s]	0	25	0	26	56	0	0	54	0	0	0	0
Amber [s]	0.0	4.0	0.0	4.0	4.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
All red [s]	0.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	0	0
Pedestrian Clearance [s]	0	10	0	0	10	0	0	10	0	0	0	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No				
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	0.0	0.0
Minimum Recall		Yes		No	Yes			No				
Maximum Recall		No		No	No			No				
Pedestrian Recall		No		No	No			No				
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	R	L	C	L	C	R	
C, Cycle Length [s]	74	74	74	74	74	74	74	
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	
g_i, Effective Green Time [s]	19	19	16	40	24	24	24	
g / C, Green / Cycle	0.26	0.26	0.22	0.55	0.32	0.32	0.32	
(v / s)_i Volume / Saturation Flow Rate	0.19	0.18	0.19	0.27	0.24	0.26	0.27	
s, saturation flow rate [veh/h]	6176	1503	1620	1701	1620	1475	1445	
c, Capacity [veh/h]	1599	389	355	928	517	471	462	
d1, Uniform Delay [s]	25.23	24.70	27.90	10.43	22.49	23.20	23.36	
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.11	
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
d2, Incremental Delay [s]	0.72	2.10	6.62	0.40	2.13	3.51	3.97	
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	

Lane Group Results

X, volume / capacity	0.75	0.68	0.87	0.49	0.74	0.82	0.83	
d, Delay for Lane Group [s/veh]	25.94	26.80	34.52	10.83	24.62	26.70	27.33	
Lane Group LOS	C	C	C	B	C	C	C	
Critical Lane Group	Yes	No	Yes	No	No	No	Yes	
50th-Percentile Queue Length [veh/ln]	4.40	3.98	5.41	3.66	5.55	5.87	5.96	
50th-Percentile Queue Length [ft/ln]	110.02	99.41	135.37	91.62	138.83	146.78	149.01	
95th-Percentile Queue Length [veh/ln]	7.84	7.16	9.23	6.60	9.42	9.84	9.96	
95th-Percentile Queue Length [ft/ln]	196.03	178.93	230.78	164.92	235.45	246.12	249.11	

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	0.00	25.94	26.80	34.52	10.83	0.00	24.94	26.70	27.05	0.00	0.00	0.00
Movement LOS		C	C	C	B		C	C	C			
d_A, Approach Delay [s/veh]	26.10			20.43			26.22			0.00		
Approach LOS	C			C			C			A		
d_I, Intersection Delay [s/veh]	24.86											
Intersection LOS	C											
Intersection V/C	0.650											

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	0.00	28.51	28.51
l_p,int, Pedestrian LOS Score for Intersection	0.000	0.000	2.494	1.987
Crosswalk LOS	F	F	B	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	676	1515	1461	0
d_b, Bicycle Delay [s]	16.19	2.17	2.68	36.96
l_b,int, Bicycle LOS Score for Intersection	2.162	2.817	3.462	4.132
Bicycle LOS	B	C	C	D

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 6: Hampshire Rd/Willow Ln

Control Type:	Two-way stop	Delay (sec / veh):	39.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.772

Intersection Setup

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	13.00	12.00	12.00	15.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	0	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			30.00			25.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	No			No			Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd						Willow Ln		
Base Volume Input [veh/h]	120	1215	25	0	726	199	0	0	253	0	0	39
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	0.00	0.70	0.70	0.00	2.00	0.70	2.00	2.00	0.70
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	5	90	0	0	134	0	0	0	7	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	125	1305	25	0	860	199	0	0	260	0	0	39
Peak Hour Factor	0.8800	0.8800	0.8800	1.0000	0.8800	0.8800	1.0000	1.0000	0.8800	1.0000	1.0000	0.8800
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	36	371	7	0	244	57	0	0	74	0	0	11
Total Analysis Volume [veh/h]	142	1483	28	0	977	226	0	0	295	0	0	44
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

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

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.77	0.00	0.00	0.15
d_M, Delay for Movement [s/veh]	13.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	39.94	0.00	0.00	18.87
Movement LOS	B	A	A		A	A			E			C
95th-Percentile Queue Length [veh/ln]	0.95	0.00	0.00	0.00	0.00	0.00	0.00	0.00	6.40	0.00	0.00	0.50
95th-Percentile Queue Length [ft/ln]	23.73	0.00	0.00	0.00	0.00	0.00	0.00	0.00	159.88	0.00	0.00	12.53
d_A, Approach Delay [s/veh]	1.13			0.00			39.94			18.87		
Approach LOS	A			A			E			C		
d_I, Intersection Delay [s/veh]	4.53											
Intersection LOS	E											

Intersection Level Of Service Report
Intersection 7: Hampshire Rd/Foothill Dr

Control Type:	Signalized	Delay (sec / veh):	7.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.380

Intersection Setup

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Approach	Northbound			Southbound				Eastbound			Westbound		
Lane Configuration													
Turning Movement	Left	Thru	Right	U-tu	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	9.00	12.00	12.00	12.0	12.0	12.0	12.0	12.00	12.00	12.00	12.00	10.00	10.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	1	0	0	1
Entry Pocket Length [ft]	90.00	100.00	100.00	225.	100.	100.	100.	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			45.00				25.00			25.00		
Grade [%]	0.00			0.00				0.00			0.00		
Curb Present	No			No				No			No		
Crosswalk	No			Yes				Yes			Yes		

Volumes

Name	Hampshire Rd			Hampshire Rd				Foothill Dr			Foothill Dr		
Base Volume Input [veh/h]	43	1002	2	0	27	779	35	70	1	37	5	7	52
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.70	0.70	0.70	2.00	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Growth Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	8	0	73	0	5	31	21	0	5	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	1010	2	73	27	784	66	91	1	42	5	7	52
Peak Hour Factor	0.8500	0.8500	0.8500	1.00	0.85	0.85	0.85	0.8500	0.8500	0.8500	0.8500	0.8500	0.8500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.00	1.00	1.00	1.00	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	297	1	18	8	231	19	27	0	12	1	2	15
Total Analysis Volume [veh/h]	60	1188	2	73	32	922	78	107	1	49	6	8	61
Presence of On-Street Parking	No		No	No			No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0				0			0		
v_di, Inbound Pedestrian Volume crossing major street	0			0				0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0				0			0		
v_ci, Inbound Pedestrian Volume crossing minor street	0			0				0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0				0			0		
Bicycle Volume [bicycles/h]	0			0				0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Perm	Prote	Perm	Perm	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	1	6	0	0	5	2	0	0	4	0	0	4	0
Auxiliary Signal Groups													
Lead / Lag	Lead	-	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	0	7	10	0	0	7	0	0	7	0
Maximum Green [s]	18	60	0	0	20	60	0	0	37	0	0	37	0
Amber [s]	3.6	5.0	0.0	0.0	3.6	5.0	0.0	0.0	3.6	0.0	0.0	3.6	0.0
All red [s]	1.0	1.0	0.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	1.1	4.0	0.0	0.0	1.1	3.0	0.0	0.0	1.1	0.0	0.0	1.1	0.0
Walk [s]	0	7	0	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	19	0	0	0	19	0	0	32	0	0	32	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No				No			No			No	
I1, Start-Up Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I2, Clearance Lost Time [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Minimum Recall	No	Yes			No	Yes			No			No	
Maximum Recall	No	No			No	No			No			No	
Pedestrian Recall	No	No			No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	C	L	C	C	C	R	C	R
C, Cycle Length [s]	39	39	39	39	39	39	39	39	39	39
L, Total Lost Time per Cycle [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
g_i, Effective Green Time [s]	8	19	19	9	20	20	11	11	11	11
g / C, Green / Cycle	0.20	0.48	0.48	0.24	0.51	0.51	0.28	0.28	0.28	0.28
(v / s)_i Volume / Saturation Flow Rate	0.03	0.22	0.22	0.06	0.27	0.27	0.08	0.03	0.01	0.04
s, saturation flow rate [veh/h]	1728	3598	1888	1787	1889	1838	1410	1606	1714	1606
c, Capacity [veh/h]	354	1711	898	431	967	941	583	455	617	455
d1, Uniform Delay [s]	12.81	6.87	6.87	11.97	6.37	6.37	10.96	10.36	10.12	10.44
k, delay calibration	0.04	0.15	0.15	0.04	0.11	0.11	0.04	0.04	0.04	0.04
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	0.08	0.27	0.52	0.11	0.44	0.45	0.06	0.04	0.01	0.05
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.17	0.46	0.46	0.24	0.52	0.52	0.19	0.11	0.02	0.13
d, Delay for Lane Group [s/veh]	12.89	7.14	7.39	12.08	6.82	6.83	11.01	10.40	10.13	10.49
Lane Group LOS	B	A	A	B	A	A	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	Yes	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	0.36	1.46	1.59	0.53	1.31	1.28	0.61	0.26	0.07	0.33
50th-Percentile Queue Length [ft/ln]	9.10	36.48	39.81	13.30	32.84	32.05	15.22	6.56	1.82	8.24
95th-Percentile Queue Length [veh/ln]	0.66	2.63	2.87	0.96	2.36	2.31	1.10	0.47	0.13	0.59
95th-Percentile Queue Length [ft/ln]	16.39	65.66	71.67	23.95	59.12	57.70	27.39	11.82	3.28	14.83

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	12.89	7.22	7.39	12.0	12.0	6.82	6.83	11.01	11.01	10.40	10.13	10.13	10.49
Movement LOS	B	A	A	B	B	A	A	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	7.50			7.32				10.82			10.42		
Approach LOS	A			A				B			B		
d_I, Intersection Delay [s/veh]	7.71												
Intersection LOS	A												
Intersection V/C	0.380												

Other Modes

g_Walk,mi, Effective Walk Time [s]	0.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	0.00	10.05	10.05	10.05
l_p,int, Pedestrian LOS Score for Intersection	0.000	3.155	1.972	1.920
Crosswalk LOS	F	C	A	A
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	3078	3078	1898	1898
d_b, Bicycle Delay [s]	5.66	5.66	0.05	0.05
l_b,int, Bicycle LOS Score for Intersection	3.838	4.128	2.737	2.601
Bicycle LOS	D	D	B	B

Sequence

Ring 1	1	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 8: Hampshire Rd/Westlake Blvd

Control Type:	Signalized	Delay (sec / veh):	44.1
Analysis Method:	HCM 6th Edition	Level Of Service:	D
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.697

Intersection Setup

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	11.00	12.00	11.00	11.00	12.00	14.00	11.00	12.00	12.00	10.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	150.00	100.00	275.00	300.00	100.00	100.00	250.00	100.00	100.00	500.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	45.00			45.00			40.00			40.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			Yes			Yes			Yes		

Volumes

Name	Agoura Rd			Hampshire Rd			Westlake Blvd			Westlake Blvd		
Base Volume Input [veh/h]	345	275	278	90	257	208	114	778	217	179	547	62
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	8	0	0	5	5	8	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	345	283	278	90	262	213	122	778	217	179	547	62
Peak Hour Factor	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700	0.9700
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	73	72	23	68	55	31	201	56	46	141	16
Total Analysis Volume [veh/h]	356	292	287	93	270	220	126	802	224	185	564	64
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing major street [	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing minor stree	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing minor street [	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	90
Coordination Type	Free Running
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	0.00

Phasing & Timing

Control Type	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis	Protect	Permis	Permis
Signal Group	3	8	0	7	4	0	5	2	0	1	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	Lead	-	-	Lead	-	-
Minimum Green [s]	5	5	0	5	5	0	5	5	0	5	5	0
Maximum Green [s]	17	43	0	12	38	0	6	34	0	11	39	0
Amber [s]	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0	4.0	4.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0	1.0	1.0	0.0
Split [s]	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Walk [s]	0	7	0	0	7	0	0	7	0	0	7	0
Pedestrian Clearance [s]	0	26	0	0	31	0	0	31	0	0	31	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0	3.0	3.0	0.0
Minimum Recall	No	No		No	No		No	Yes		No	Yes	
Maximum Recall	No	No		No	No		No	No		No	No	
Pedestrian Recall	No	No		No	No		No	No		No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	R	L	C	C	L	C	C
C, Cycle Length [s]	85	85	85	85	85	85	85	85	85	85	85	85
L, Total Lost Time per Cycle [s]	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00	5.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00
g_i, Effective Green Time [s]	17	26	26	6	15	15	6	22	22	11	27	27
g / C, Green / Cycle	0.20	0.31	0.31	0.07	0.18	0.18	0.07	0.26	0.26	0.13	0.32	0.32
(v / s)_i Volume / Saturation Flow Rate	0.22	0.09	0.20	0.06	0.08	0.15	0.08	0.22	0.22	0.11	0.13	0.13
s, saturation flow rate [veh/h]	1618	3235	1444	1618	3235	1502	1618	3235	1517	1618	3235	1613
c, Capacity [veh/h]	322	988	441	118	579	269	114	837	392	209	1027	512
d1, Uniform Delay [s]	34.17	22.64	25.70	38.93	31.39	33.71	39.67	29.89	29.93	36.56	22.84	22.87
k, delay calibration	0.45	0.11	0.11	0.11	0.11	0.11	0.29	0.11	0.11	0.26	0.11	0.11
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	78.78	0.17	1.63	11.13	0.59	6.09	96.51	2.25	4.79	24.10	0.26	0.53
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	1.10	0.30	0.65	0.79	0.47	0.82	1.11	0.83	0.84	0.89	0.41	0.41
d, Delay for Lane Group [s/veh]	112.95	22.80	27.33	50.05	31.98	39.81	136.18	32.15	34.72	60.66	23.10	23.40
Lane Group LOS	F	C	C	D	C	D	F	C	C	E	C	C
Critical Lane Group	Yes	No	No	No	No	Yes	No	No	Yes	Yes	No	No
50th-Percentile Queue Length [veh/ln]	13.24	2.09	4.81	2.18	2.39	4.55	5.33	6.58	6.48	5.00	3.11	3.18
50th-Percentile Queue Length [ft/ln]	331.09	52.19	120.20	54.44	59.64	113.68	133.34	164.54	162.08	125.08	77.82	79.43
95th-Percentile Queue Length [veh/ln]	20.20	3.76	8.40	3.92	4.29	8.04	9.41	10.79	10.66	8.67	5.60	5.72
95th-Percentile Queue Length [ft/ln]	505.05	93.95	210.11	98.00	107.36	201.10	235.28	269.73	266.48	216.79	140.08	142.97

Movement, Approach, & Intersection Results

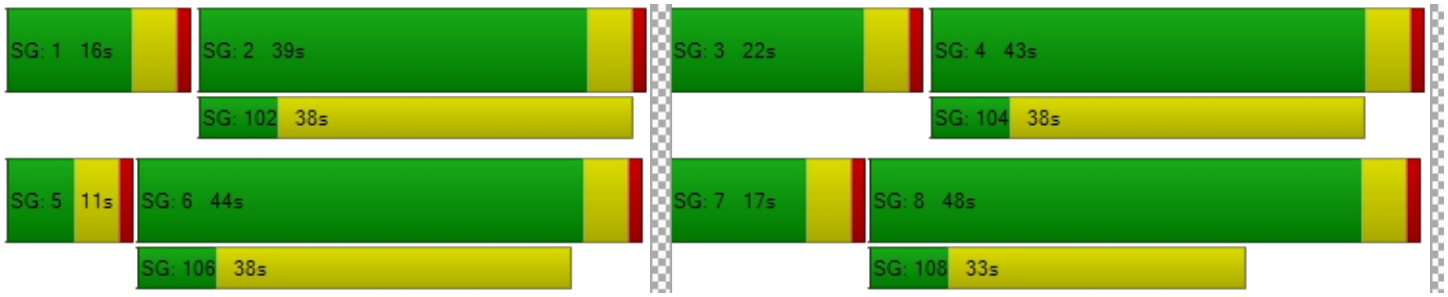
d_M, Delay for Movement [s/veh]	112.95	22.80	27.33	50.05	31.98	39.81	136.18	32.48	34.72	60.66	23.17	23.40
Movement LOS	F	C	C	D	C	D	F	C	C	E	C	C
d_A, Approach Delay [s/veh]	58.52			37.82			44.26			31.72		
Approach LOS	E			D			D			C		
d_I, Intersection Delay [s/veh]	44.08											
Intersection LOS	D											
Intersection V/C	0.697											

Other Modes

g_Walk,mi, Effective Walk Time [s]	11.0	11.0	11.0	11.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	32.30	32.30	32.30	32.30
l_p,int, Pedestrian LOS Score for Intersection	2.843	2.813	3.016	2.961
Crosswalk LOS	C	C	C	C
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	1010	892	798	916
d_b, Bicycle Delay [s]	10.44	13.07	15.38	12.52
l_b,int, Bicycle LOS Score for Intersection	2.331	2.041	2.193	2.007
Bicycle LOS	B	B	B	B

Sequence

Ring 1	1	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



APPENDIX C – CUMULATIVE PROJECTS TRIP GENERATION

TO Ranch - Cumulative Projects Trip Generation

	Land Use (ITE Code)	Size	Trip Generation Rates							Trip Generation						
			AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total		In	Out	Total	In	Out	Total	
1	2382 Townsgate Rd	10.9														
	Raquet/Tennis Club (491)	tsf	50%	50%	1.47	50%	50%	1.97	19.70	8	8	16	11	11	21	215
2	4500 E Thousand Oaks Blvd	10														
	General Office (710)	tsf	86%	14%	1.16	16%	84%	1.15	9.74	10	2	12	2	10	12	97
3	1140 E Thousand Oaks Blvd	0.153														
	Drive-thru restaurant	tsf	51%	49%	40.19	52%	48%	32.67	470.95	3	3	6	3	2	5	72
4	3839 Auto Mall Dr.	3.000	Calculated separately with Pass-by trip reduction													
	Automobile Sales - New (840)	tsf								4	2	6	3	4	7	84
5	95 Duesenberg Dr	77.096														
	Assisted Living (254)	tsf	78%	22%	0.39	30%	70%	0.48	4.19	23	7	30	11	26	37	323
6	1 Baxter Way	264														
	Multifamily - Mid-Rise (221)	du	26%	74%	0.36	61%	39%	0.44	5.44	25	70	95	71	45	116	1,436
7	2200 E Thousand Oaks Blvd	165														
	Multifamily - Mid-Rise (221)	du	26%	74%	0.36	61%	39%	0.44	5.44	15	44	59	44	28	73	898
8	1816 and 1818 Los Feliz Dr	16														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	2	6	7	6	3	9	117
9	500 E Thousand Oaks Blvd	300	Calculated separately as mixed-use development (residential/retail) with internal capture reduction													
	Mixed-Use Residential/Commercial	du								38	80	118	112	88	200	2,447
10	515 E Thousand Oaks Blvd	36	Calculated separately as mixed-use development (residential/retail) with internal capture reduction													
	Mixed-Use Residential/Commercial	du								5	13	18	18	13	31	400
11	1735 Los Feliz Dr	22														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	2	8	10	8	5	12	161
12	88 Long Ct	75														
	Multifamily - Mid-Rise (221)	du	26%	74%	0.36	61%	39%	0.44	5.44	7	20	27	20	13	33	408
13	59 Moody Ct	4														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	0	1	2	1	1	2	29
14	APN 670-0-250-230 (Erbes/Copa)	30														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	3	11	14	11	6	17	220
15	111 Jensen Ct.	5														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	1	2	2	2	1	3	37
16	95 N. Oakview Dr.	4.676														
	General Light Industrial (110)	tsf	88%	12%	0.70	13%	87%	0.63	4.96	3	0	3	0	3	3	23
17	269-271 Erbes Rd.	81														
	Multifamily - Mid-Rise (221)	du	26%	74%	0.36	61%	39%	0.44	5.44	8	22	29	22	14	36	441
18	2821 Los Robles Rd.	4														
	Multifamily - Low-Rise (220)	du	23%	77%	0.46	63%	37%	0.56	7.32	0	1	2	1	1	2	29
19	2080 E. Hillcrcest Dr.	10														
	Single-Family Detached (210)	du	25%	75%	0.74	63%	37%	0.99	9.44	2	6	7	6	4	10	94
20	N. side of Skyline Dr. (676-0-080-010,030,020, and 060)	5														
	Single-Family Detached (210)	du	25%	75%	0.74	63%	37%	0.99	9.44	1	3	4	3	2	5	47
21	Willow Ln. and Skyline Dr. (676-0-121-080)	3														
	Single-Family Detached (210)	du	25%	75%	0.74	63%	37%	0.99	9.44	1	2	2	2	1	3	28
22	384 Erbes Road	70														
	Multifamily - Mid-Rise (221)	du	26%	74%	0.36	61%	39%	0.44	5.44	7	19	25	19	12	31	381
23	2650 Willow Ln	100.138														
	Storage Facility- Mini Warehous (151)	tsf	60%	40%	0.10	47%	53%	0.17	1.51	6	4	10	8	9	17	151
									TOTALS	**174**	**332**	**506**	**383**	**301**	**684**	**8,139**

APPENDIX D – BUILDOUT YEAR TRAFFIC VOLUMES

Cumulative Projects - AM Trip Assignment

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	31	0	18	0	0	0	0	35	14	7	26	0
2	Skyline Dr/Thousand Oaks Blvd	0	0	0	0	0	0	0	52	0	0	34	0
3	Hampshire Rd/Thousand Oaks Blvd	7	0	17	0	0	0	0	37	16	5	26	0
4	Hampshire Rd/US-101 NB Ramps	3	12	0	0	18	3	0	0	0	5	0	13
5	Hampshire Rd/US-101 SB Ramps	0	5	5	16	7	0	10	0	3	0	0	0
6	Hampshire Rd/Willow Ln	0	10	0	0	10	0	0	0	0	0	0	0
7	Hampshire Rd/Foothill Dr	0	8	0	0	8	2	3	0	0	0	0	0
8	Hampshire Rd/Westlake Blvd	0	0	0	0	0	0	0	0	0	0	0	0

Cumulative Projects - PM Trip Assignment

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	24	0	13	0	0	0	0	36	34	19	43	0
2	Skyline Dr/Thousand Oaks Blvd	0	0	0	0	0	0	0	50	0	0	61	0
3	Hampshire Rd/Thousand Oaks Blvd	17	0	8	0	0	0	0	38	12	19	46	0
4	Hampshire Rd/US-101 NB Ramps	4	8	0	0	20	11	0	0	0	7	0	17
5	Hampshire Rd/US-101 SB Ramps	0	7	7	17	10	0	5	0	4	0	0	0
6	Hampshire Rd/Willow Ln	0	14	0	0	14	0	0	0	0	0	0	0
7	Hampshire Rd/Foothill Dr	0	10	0	0	10	4	4	0	0	0	0	0
8	Hampshire Rd/Westlake Blvd	0	0	0	0	0	0	0	1	0	0	1	0

Buildout Year Without Project - AM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	120	61	47	105	86	32	29	414	119	31	329	58
2	Skyline Dr/Thousand Oaks Blvd	12	17	15	167	13	36	28	573	6	17	523	142
3	Hampshire Rd/Thousand Oaks Blvd	432	37	572	0	0	15	5	358	400	202	329	2
4	Hampshire Rd/US-101 NB Ramps	383	770	0	0	444	227	0	0	0	147	0	293
5	Hampshire Rd/US-101 SB Ramps	0	564	151	243	348	0	589	0	842	0	0	0
6	Hampshire Rd/Willow Ln	101	694	47	0	982	207	0	0	167	0	0	20
7	Hampshire Rd/Foothill Dr	34	592	6	51	949	55	83	2	36	2	3	28
8	Hampshire Rd/Westlake Blvd	173	167	155	99	218	189	130	673	283	214	565	95

Note:

Volumes are calculated by adding Existing balanced/adjusted counts to Cumulative Projects Trip Assignment

Buildout Year Without Project - PM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	140	104	79	80	51	35	42	548	137	78	689	117
2	Skyline Dr/Thousand Oaks Blvd	14	24	12	176	14	50	33	742	5	24	892	184
3	Hampshire Rd/Thousand Oaks Blvd	625	28	409	0	0	44	18	498	457	516	566	4
4	Hampshire Rd/US-101 NB Ramps	770	691	0	0	494	556	0	0	0	136	0	412
5	Hampshire Rd/US-101 SB Ramps	0	1,042	212	284	346	0	418	1	579	0	0	0
6	Hampshire Rd/Willow Ln	120	1,215	25	0	726	199	0	0	253	0	0	39
7	Hampshire Rd/Foothill Dr	43	1,002	2	27	779	35	70	1	37	5	7	52
8	Hampshire Rd/Westlake Blvd	345	275	278	90	257	208	114	778	217	179	547	62

Note:

Volumes are calculated by adding Existing balanced/adjusted counts to Cumulative Projects Trip Assignment

Buildout Year With Project - AM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	124	65	47	106	87	32	29	415	120	31	333	62
2	Skyline Dr/Thousand Oaks Blvd	12	17	15	169	13	36	28	575	6	17	530	149
3	Hampshire Rd/Thousand Oaks Blvd	446	37	579	0	0	15	5	358	404	204	329	2
4	Hampshire Rd/US-101 NB Ramps	439	791	0	0	450	227	0	0	0	161	0	293
5	Hampshire Rd/US-101 SB Ramps	0	640	193	243	368	0	589	0	861	0	0	0
6	Hampshire Rd/Willow Ln	107	812	47	0	1,021	207	0	0	169	0	0	20
7	Hampshire Rd/Foothill Dr	36	594	6	148	956	64	111	2	43	2	3	28
8	Hampshire Rd/Westlake Blvd	173	169	155	99	225	196	132	673	283	214	565	95

Note:

Volumes are calculated by adding Project Trip Assignment to Buildout Year Without Project

Buildout Year With Project - PM Peak Hour Volumes

#	Intersection	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Conejo School Rd/Thousand Oaks Blvd	143	107	79	84	55	35	42	552	141	78	692	120
2	Skyline Dr/Thousand Oaks Blvd	14	24	12	184	14	50	33	750	5	24	897	189
3	Hampshire Rd/Thousand Oaks Blvd	635	28	414	0	0	44	18	498	473	524	566	4
4	Hampshire Rd/US-101 NB Ramps	813	706	0	0	518	556	0	0	0	183	0	412
5	Hampshire Rd/US-101 SB Ramps	0	1,100	244	284	417	0	418	1	642	0	0	0
6	Hampshire Rd/Willow Ln	125	1,305	25	0	860	199	0	0	260	0	0	39
7	Hampshire Rd/Foothill Dr	51	1,010	2	100	784	66	91	1	42	5	7	52
8	Hampshire Rd/Westlake Blvd	345	283	278	90	262	213	122	778	217	179	547	62

Note:

Volumes are calculated by adding Project Trip Assignment to Buildout Year Without Project

APPENDIX E – VMT POLICY

Approved by:	Signature	Date
City Manager		
City Clerk		
Dept. Head		
Author		

City of Thousand Oaks
Administrative Policies and Procedures

SUBJECT: Vehicle Miles Traveled (VMT) Analysis for CEQA Compliance	**APP NO.:**	**AUTHORITY:** City Manager
DEPARTMENT: PWD and CDD	**Submission Date:** June 29, 2020	**Adoption/Approval Date:** **July 1, 2020**
	Revision Dates:	**Revision Dates:**

PURPOSE:

Establish an interim Citywide policy using Vehicle Miles Traveled (VMT) as the metric to measure transportation impacts from proposed development projects on a case by case basis pursuant to Government Code 15064 (b) (2) in conformance with the California Environmental Quality Act (CEQA) and in compliance with Senate Bill (SB) 743.

BACKGROUND:

1. Senate Bill (SB) 743 amended the California Environmental Quality Act (CEQA) in 2013 with the intent to "more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions". According to the State legislature: "New methodologies under the California Environmental Quality Act were needed for evaluating transportation impacts that are better able to promote the State's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations."

2. SB 743 required the Governor's Office of Planning and Research (OPR) to identify new metrics for identifying and mitigating transportation impacts within CEQA. For land use development projects, OPR identified Vehicle Miles Traveled (VMT) per capita, VMT per employee, and net VMT as new metrics for transportation analysis. For transportation projects, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts.

POLICY:

1. This interim Administrative Policy will serve as a guideline for application of the VMT metric for CEQA transportation analysis as directed by SB 743. This policy will remain in effect until the Thousand Oaks General Plan ("General Plan") update or other action by the City Council adopts a permanent VMT policy.

2. Government Code Section 15064.3 (“Determining the Significance of Transportation Impacts”), subsection (b) (“Criteria for Analyzing Transportation Impacts”), part (4) (“Methodology”) gives a lead agency the discretion to choose the most appropriate methodology to evaluate a project’s vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. Further, Government Code Section 15064.3(b)(4) states: “A lead agency may use models to estimate a project’s vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.”

3. The thresholds of significance used to measure VMT will be determined on a case by case basis as specified in CEQA Government Code Section 15064.7(b) which states “Lead agencies may also use thresholds on a case-by-case basis as provided in Section 15064(b)(2)”, which further states “Thresholds of significance, as defined in Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project's impacts are less than significant.”

Department Procedures

1. The Community Development Department (CDD), on behalf of the City of Thousand Oaks, will be the lead agency for all private land use entitlements requiring CEQA analysis and in coordination with the Public Works Department (PWD) facilitate the VMT screening and further project analysis as part of environmental document preparation.

2. Once there is a determination to conduct a Traffic Impact Analysis (TIA), the Public Works Department with take the lead in contract coordination with a traffic consultant and facilitate the technical aspects of the TIA with the Community Development Department and applicant.

3. The Public Works Department (PWD) will be the lead agency for all Capital Projects requiring a CEQA analysis and coordinate review of TIAs with CDD as part of environmental document preparation.

Project Screening

Any project subject to CEQA review, that is not determined to be exempt per the State CEQA Guidelines, will require an initial screening to determine if the project warrants further transportation assessment. A project will be determined to have a less than significant impact, and no further transportation impact analysis will be required, if it meets either of the following screening criteria:

1. Trip Generation: Any project that generates less than 100 P.M. peak hour trips based on the ITE 10th Edition Trip Generation Manual or most current edition published at the time the project application is submitted.

2. Low VMT Area: This criteria includes a map-based approach. Different sections of the City display different VMT characteristics based on land use and other factors. Areas where the General Plan favors intensification of development are generally areas of low average VMT. The following methodology shall be used for determining if a project meets the map-based screening threshold:

    a. The proposed project must be consistent with the General Plan designation and zoning.
    b. The Ventura County Transportation Commission (VCTC) has produced a countywide model for VMT and will provides maps to member agencies when available. The PWD will obtain and maintain the most current map for the purpose of this interim policy.
    c. For projects located in low VMT areas, the applicant must demonstrate that the project will result in a similar level of VMT as the surrounding land use within the Transportation Analysis Zone (TAZ), as shown on the best available map approved by CDD and PWD staff for project analysis. Where the project site is on the boundary of another TAZ, the same low VMT as the TAZ the project site is located must be determined. The VMT methodology may use VMT per capita, per employee, or net VMT as allowed by the Government Code.

Projects that do not meet these criteria will require a Traffic Impact Analysis (TIA) to determine the project's environmental impact.

Traffic Impact Analysis (TIA)

Projects not screened as Less Than Significant transportation impacts based on the screening criteria would be required to undergo a CEQA Transportation Impact Analysis (TIA). The Travel Demand Model will be used to determine the project's VMT. The VMT will be presented as VMT per capita for residential projects and VMT per employee for employment projects (retail, office, industrial). Project VMT may be determined through new model runs or by using the VMT per capita and per employee for the current land uses in the model TAZ that would contain the proposed project.

A TIA must identify the existing condition of pedestrian, bicycle, transit and vehicular transportation systems and facilities that would serve, or may be affected by, the proposed Project. Further analysis of site design and access, neighborhood traffic issues, local transportation safety and other area transportation issues may also be studied as directed by the Public Works Department.

Mitigation Measures

If a significant transportation impact is identified for a project, mitigation measures and an implementation plan will be required to reduce impacts to a Less Than Significant level. Some options include provision of on-site transportation infrastructure, on-site transportation demand management, off-site infrastructure improvements, including roadway improvements which may also include active transportation and multimodal infrastructure, or off-site multimodal improvements.