



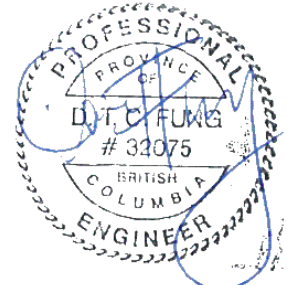
MEMO

DATE: January 5, 2026
 PROJECT NO: 04-25-0074
 PROJECT: **Inglewood – Baptist Housing Redevelopment**
 SUBJECT: **Transportation Operations Memo**

TO: Milton Koop
 Field & Marten Associates

PREPARED BY: Sijia Jin, EIT
 REVIEWED BY: Daniel Fung, M.Sc., P.Eng.
 APPROVED BY: Daniel Fung, M.Sc., P.Eng.

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Permit No. 1000468

1. INTRODUCTION

Baptist Housing is proposing to redevelop the Inglewood Care Centre at 725 Inglewood Avenue in the District of West Vancouver (DWV). The site is located at the corner of Inglewood Avenue & Taylor Way, and extends west to Burley Drive. The 230 bed seniors' care facility has been in operation for nearly 60 years and Baptist Housing is now proposing a comprehensive redevelopment of the entire site to feature the following located in several new buildings.

Bunt & Associates (Bunt) has been retained to update the Transportation Impact Assessment study (TIA) that Bunt previously published in 2021, to reflect the latest progress in design statistics. As a supplemental document of the TIA report, the purpose of this transportation memo is to assess the existing and future network operations in the nearby area related to the proposed development.

1.1 Study Area

The scope for this study is based on typical requirements from DWV for TIA studies, along with Ministry of Transportation and Transit (MoTT) guidelines. The Terms of Reference (ToR) for this study is attached in **Appendix A**. The ToR was reviewed by DWV and MoTT and the comments received were incorporated into the study scope.

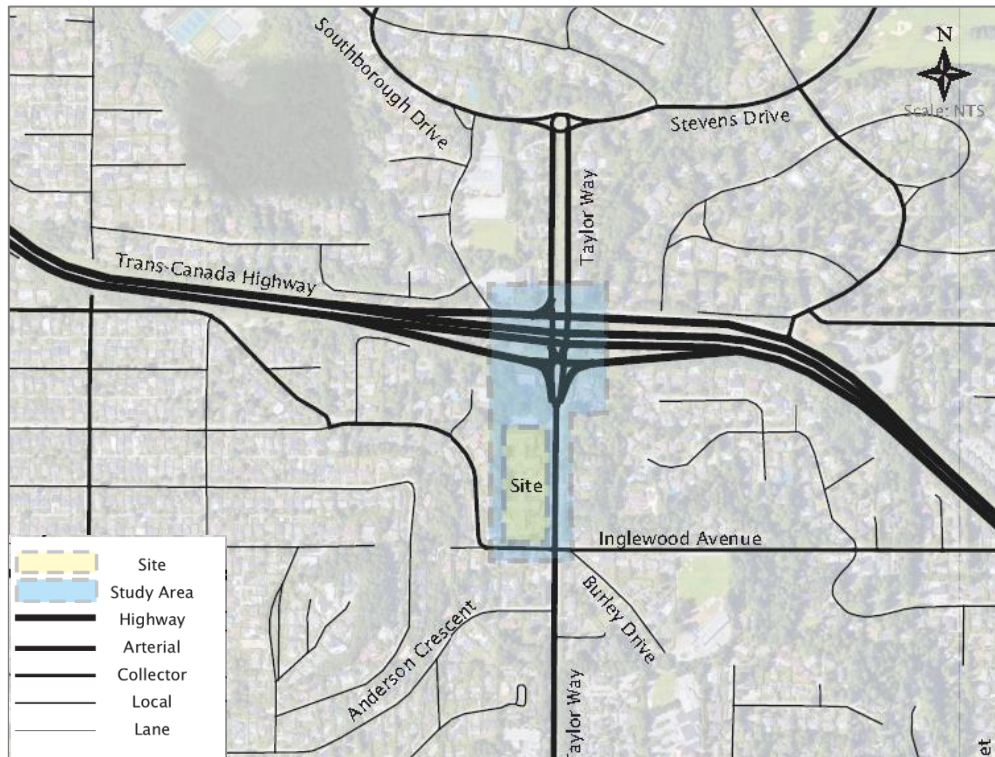
Figure 1.1 highlights the study area intersections for the traffic analysis which includes the following:

- Inglewood Avenue & Taylor Way;
- South Site Access & Inglewood Avenue;

- Proposed north access on Taylor Way (shared with the Congregation Har El North Shore Jewish Community Centre); and,

Taylor Way Interchange traffic signals at eastbound and westbound on and off ramps.

Figure 1.1: Site Location & Study Area



1.2 Proposed development

The proposed development will provide a full range of seniors' care options. These will be contained within four buildings which will be constructed over two phases. The size of the proposed development in terms of both floor area and the number of beds and units is summarized in **Table 1.1**.

Table 1.1: Proposed Development

DEVELOPMENT PHASE	BUILDING	FACILITY TYPE	BEDS / UNITS	FLOOR AREA
Phase 1	LTC	Long Term Care	364 beds	28,299 m ² (304,605 ft ²)
Phase 2	RH	Seniors Rental Housing	161 Unit	10,786 m ² (116,097 ft ²)
	IL	Independent Living	200 Unit	16,939 m ² (182,326 ft ²)
TOTAL			725 BEDS / UNITS	56,023 M ² (603,029 FT ²)

2. EXISTING TRAFFIC CONDITIONS

2.1 Existing Traffic Volumes

To document the existing traffic conditions in the vicinity of the proposed development, Bunt conducted new traffic count surveys. **Table 2.1** summarizes the data collection information. The detailed traffic count sheets are provided in **Appendix B**.

2.1.1 Traffic Data Collection Program

Table 2.1: Summary of Available and Counted Traffic Data

INTERSECTION	SOURCE	DATE OF COUNT	PEAK HOURS	
			AM	PM
Taylor Way & Inglewood Avenue	Bunt	November 6, 2025	8:00 - 9:00	2:30 - 3:30
Taylor Way & Har El access (turning only)	Bunt	November 6, 2025	8:00 - 9:00	2:30 - 3:30
Inglewood Avenue Site Access (spot count)	Bunt	March 5, 2020	-	(spot count)
Highway 1 North on/off ramps at Taylor way interchange	Bunt	November 13, 2025	8:00 - 9:00	2:30 - 3:30
Highway 1 South on/off ramps at Taylor way interchange	Bunt	November 13, 2025	8:00 - 9:00	2:45 - 3:45
OVERALL STUDY AREA PEAK HOUR			8:00 - 9:00	2:30 - 3:30

As shown above, the weekday AM peak hour occurred from 8:00 AM to 9:00 AM coincides with the school start times (Gatehouse Montessori School, North Shore Hebrew School, and Child Connect Early Learning), and the weekday PM peak hour occurred majorly from 2:30 PM to 3:30 PM after the school finishes.

A spot count was conducted at the existing site access to observe the traffic generated by the current 230-bed assisted living facility. This count was undertaken on November 6, 2025, and showed significantly lower volumes compared to the previous count collected prior to COVID-19-related traffic pattern changes on March 5, 2020. To remain conservative, the March 5, 2020 spot count was applied to this study.

2.1.2 Peak Hour Traffic Volumes

Peak hour traffic volumes were extracted directly from the count data. Traffic volumes were balanced to ensure consistency along the corridor. The existing peak hour vehicle traffic volumes within the study area are summarized below in **Table 2.5** and **Exhibit 2.1**.

Table 2.2 presents a summary of the two-way peak-hour vehicle movements for the streets in the study area.

Table 2.2: Existing Peak Hour Roadway Link Volumes

ROAD LINK	PEAK LINK VOLUMES (VEH/HR)	
	AM	PM
Taylor Way	2,780	2,550
Inglewood Avenue	470	460
Har El Access	50	40
South Site Access	50	50

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Exhibit 2.1 Existing Peak Hour Vehicle Traffic Volumes

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2.2 Existing Operations

2.2.1 Performance Thresholds

The existing operations of study area intersections and access points were assessed using the methods outlined in the 2000 Highway Capacity Manual (HCM), using the Synchro 11 analysis software. The traffic operations were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (V/C) ratio. Additionally, results from SimTraffic analysis were reviewed to provide supplemental operational insights.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 2.3 below summarizes the LOS thresholds for the six Levels of Service, for both signalized and unsignalized intersections.

Table 2.3: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

The performance thresholds that were used to trigger consideration of roadway or traffic control improvements to support roadway or traffic control improvements employed in this study are listed below:

Signalized Intersections:

- Overall intersection Level of Service = LOS D or better;
- Overall intersection V/C ratio = 0.85 or less;
- Individual movement Level of Service = LOS E or better; and,
- Individual movement V/C ratio = 0.90 or less.
-

Unsignalized Intersections:

- Individual movement Level of Service = LOS E or better, unless the volume is very low in which case LOS F is acceptable.

In interpreting of the analysis results, note that the HCM methodology reports performance differently for various types of intersection traffic control. In this report, the performance reporting convention is as follows:

- For signalized intersections: HCM 2000 output for overall LOS and V/C as well as individual movement LOS and V/C is reported. 95th Percentile Queues are reported as estimated by Synchro.
- For unsignalized two-way stop controlled intersections: HCM 2000 V/C output is reported just for individual lanes as the HCM methodology does not report overall performance. SimTraffic estimated queues have also been reported, as the HCM 2000 methodology does not directly take into account the gaps afforded by adjacent signalized intersections. The reported LOS are based on SimTraffic delays.

The performance reporting conventions noted above have been consistently applied throughout this document and the detailed outputs are provided in **Appendix B**.

2.2.2 Existing Conditions Analysis Assumptions

Signal Timing

Existing timing plans for the study area traffic signals were provided by the MoTT and used in the traffic operations analysis. The signal timing plans used for the analysis are provided in **Appendix B**.

It is noted in the signal timing plans that the junction intersections for north and south ramp at Taylor Way & Highway 1 Interchange are controlled by one signal system. As such, they were modelled as one clustered intersection in this study.

Synchro Parameters

The existing conditions Synchro analysis accounts for the following parameters:

- Existing heavy vehicle percentages;
- Existing pedestrian and cyclist volumes; and
- Existing overall intersection peak hour factors.

It was noted that the eastbound right movement at Taylor Way & Highway 1 Interchange – South Ramp operated more poorly than expected using the typical saturation flow rate of 1,900 vehicles per hour. As such, this saturation flow rate was increased to 2,300 vehicles per hour to better match existing conditions in which drivers know that this is a congested movement and thus adjust their behaviour to drive closer to the car in front of them.

Aside from these adjustments, defaults Synchro parameters were applied for the analysis. Where these values were not known, the default Synchro values of a 2% heavy vehicle percentage and peak hour factor of 0.92 were assumed. These were comparable to the observed values where traffic data was available.

2.2.3 Existing Operational Analysis Results

Table 2.4 summarizes the existing AM and PM peak hour operations from HCM2000 for the study intersections. However, the HCM2000 results are usually limited to individual intersection performance and it can overstate the vehicle delay for yield or stop controlled movements. To better consider the vehicle operations between multiple intersections, SimTraffic results were also reviewed and the results are provided as part of the discussion. It is expected that operations would be within the range of the HCM2000 and SimTraffic results. The results that do not meet acceptable performance criteria are highlighted in red.

For reference, detailed Synchro outputs are provided in **Appendix C**.

Table 2.4: Existing Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	AM			PM		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D**	0.82	-	D	0.76	-
	EBR	C	0.16	20	C	0.09	15
	WBL	F*	1.06	135	F	1.09	145
	WBTL	E**	1.02dl	85	E	1.05dl	70
	WBR	D	0.08	<5	D	0.07	0
	NBL	A	0.47	5	A	0.52	25
	NBTR	A	0.48	5	A	0.53	15
	SBT	F*	1.04	140	D	0.71	85
	SBR	D	0.38	45	D	0.11	20
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	E*	0.93	-	D	0.77	-
	EBL	E	0.68	75	D	0.56	60
	EBR	F*	1.40	225	D	0.5	45
	NBT	D	0.75	90	E	0.99	125
	NBR	D	0.27	30	E	0.71	85
	SBL	A	0.54	m15	A	0.45	m10
	SBLT	A	0.64	m15	A	0.57	m15
Taylor Way & Inglewood Ave (signalized)	OVERALL	B	0.72	-	B	0.67	-
	EBLT	D	0.75	70	D	0.69	65
	EBR	C	0.01	0	C	0.03	10
	WBLT	C	0.39	35	C	0.38	35
	WBR	C	0.08	15	C	0.05	10
	NBL	B	0.31	10	A	0.21	10
	NBTR	B	0.52	80	B	0.68	125
	SBL	A	0.49	20	B	0.52	15
	SBT	B	0.71	135	B	0.51	85
	SBR	A	0.12	10	A	0.08	10
Taylor Way & Har El Congregation Access (unsignalized)	OVERALL	-	-	-	-	-	-
	EBR	B	0.03	<5	B	0.03	<5
	NBT	A	0.37	0	A	0.47	0
	SBT	A	0.69	0	A	0.51	0
	SBTR	A	0.36	0	A	0.27	0
Inglewood Ave & Site Access (unsignalized)	OVERALL	-	-	-	-	-	-
	EBLT	A	0	<5	A	0	<5
	WBLT	A	0.21	0	A	0.15	0
	SBLR	B	0.07	<5	B	0.05	<5

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

As indicated in the table above, both the north and south ramp junctions at the Highway 1 & Taylor Way interchange experience delay and overcapacity on several movements. Detailed observations are provided below:

AM Peak Observations

During the AM peak hour, the north interchange junction experiences significant congestions, with HCM2000 and SimTraffic both reporting Level of Service (LOS) Level F on various movements. The v/c on southbound through movements and all westbound movements exceed the acceptable threshold of 0.90. HCM2000 reports also indicate excessive delays on eastbound right turn at the south interchange junction intersection. However, this modelled issue may have been due to the limitations of the HCM analysis procedures rather than a true operational concern, given the LOS Level C resulted from SimTraffic analysis at this movement.

In terms of the 95th percentile queuing, the queues on the southbound right-turn movements at the north interchange ramp junction, as well as the eastbound left-turn and right-turn movements at the south interchange ramp junction, exceed the available turning bay lengths. This suggests that queued vehicles may spill back into adjacent through lanes. In addition, the long queue on the eastbound through lanes at Taylor Way and Inglewood Avenue extends back to the upstream intersection, blocking vehicle entering and existing from the south site access.

PM Peak Observations

During the PM peak, the LOS and v/c for the westbound movements at the north interchange ramp junction exceed the acceptable threshold. The v/c on northbound through movement at the south interchange ramp junction is 0.99, which is above the acceptable threshold of 0.90.

The westbound left-turn movement at the north interchange off-ramp experiences a queue of approximately 145 m, exceeding the available left-turn bay length. Similar to the AM peak period, long queues on the eastbound through lanes at Taylor Way and Inglewood Avenue are also observed during the PM peak hour.

Note that due to the extents of the study area, and spillback of queues from downstream intersections such as Marine Drive & Taylor Way and the southbound approach to the Lions Gate Bridge would not be accounted for in this model.

3. FUTURE TRAFFIC CONDITIONS

3.1 Future Traffic Forecast

3.1.1 Background Traffic Forecasts

Background traffic is traffic that would be present on the road network if the site did not redevelop.

To estimate background traffic growth rates, Bunt obtained short count traffic data from MoTT at Taylor Way & Inglewood Avenue which was collected in September 2013 and in September 2016. Both data collection periods included a Friday AM peak period count. A traffic growth rate of 1.1% per annum was calculated based on the recorded volumes. Although this growth rate is based on limited traffic data, it is consistent with the traffic growth rates typically used by some local municipalities.

This growth rate was applied for the overall study area road network. The resulting background traffic forecasts are shown in **Exhibits 3.1 to 3.3** for the 2030, 2035, and 2040 horizon years.

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Exhibit 3.1 Phase 1 Opening Day (2030) Background Traffic Forecasts

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Exhibit 3.2 Full Built-out Opening Day (2035) Background Traffic Forecasts

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Exhibit 3.3 Full Built-out Opening Day + 5 (2040) Background Traffic Forecasts

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3.1.2 Site Traffic

Trip Generation

Vehicle trip generation for the proposed development was estimated using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 12th Edition, specifically:

- ITE 252 - Senior Adult Housing – Multifamily (General Urban/Suburban setting); and
- ITE 254 - Assisted Living (General Urban/Suburban setting).

Note that the ITE trip rates were found to be generally consistent with data collected by Bunt at comparable sites in Metro Vancouver.

Trip rates are shown in **Table 3.1** below:

Table 3.1: Peak Hour Vehicle Trip Rates

FACILITY TYPE	ITE LAND USE CODE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Long Term Care (LTC)	254	Beds	59%	41%	0.19	38%	62%	0.24
Seniors Rental Housing (RH)	252	Units	34%	66%	0.19	56%	44%	0.25
Independent Living (IL)	252	Units	34%	66%	0.19	56%	44%	0.25

Table 3.2 summarizes the anticipated future site generated vehicle trips for the proposed development based on the above rates. The site is anticipated to be staggered constructed, with Phase 1 completed in 2030 and Phase 2 completed in 2035.

Table 3.2: Estimated Peak Hour Site Vehicle Trips

PHASE	FACILITY	DENSITY	AM PEAK HOUR			PM PEAK HOUR		
			IN	OUT	TOTAL	IN	OUT	TOTAL
PH1	LTC	364 Beds	41	28	69	33	54	87
PH2	RH	161 Units	10	21	31	23	18	41
	IL	200 Units	13	25	38	28	22	50
TOTAL			64	74	138	84	94	178

Table 3.3 estimates the net new trips generated by the development taking this into account.

Table 3.3: Estimated Peak Hour New Site Vehicle Trips

TRIP TYPE	AM PEAK HOUR	PM PEAK HOUR
Existing Vehicle Trips ¹	50 ²	50 ²
Total Vehicle Trips	138	178
NET NEW TRIPS	88	128

1. Only Inglewood Avenue access counts included for existing vehicle trips. The Taylor Way access counts completed recently included both the community centre and the senior centre trips. To be conservative, analysis completed for this section included only Taylor Way senior centre counts such not to include the community centre trips.
2. As mentioned previously in **Section 2.4.1 and 2.4.3**, the existing site was found to generate 50 peak hour vehicle trips, based on spot counts collected during the weekday PM peak period prior to any traffic pattern changes resulting from the COVID-19 pandemic. Given that the existing facility contains 230 beds, this corresponds to a peak hour generation rate of approximately 0.21 vehicle trips per bed, which is consistent with Bunt's database. For analysis purposes, the existing site trips were assumed to be roughly equivalent during the weekday AM and PM peak periods.

This equates to an increase in traffic of approximately net 88 vehicles during the AM peak hour and 128 PM peak hour, which corresponds to an average of about 1.5 vehicle trips per minute in the AM and 2.1 vehicle trips per minute in the PM added to the area road network.

During Phase 1 of the re-development, the existing long term care facility will remain in operation. For the analysis of Phase 1, the existing site traffic was added to the Phase 1 development traffic. During Phase 2, the existing site traffic was removed from the network.

The resulting site traffic forecasts are shown in **Exhibits 3.4 to 3.5** for the 2030, 2035 horizon years. As mentioned above, Exhibit 3.4 (2030 Site Traffic) also includes the traffic from existing long term care facilities.

3.1.1 Total Traffic

Total traffic was estimated by summing the background and site traffic forecasts. Existing site trips were included in the Phase 1 traffic forecasts and removed from the network in Phase 2. The resulting total traffic forecasts are shown in **Exhibits 3.6, 3.7, and 3.8** for the 2030, 2035, and 2040 horizon years, respectively. The year 2030 traffic forecasts include the Phase 1 development traffic, while the year 2035 and 2040 includes the full build-out development traffic forecasts.



Exhibit 3.4 Phase 1 (2030) Site Traffic Forecasts

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Exhibit 3.5 Full Built-out (2035) Site Traffic Forecasts

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Exhibit 3.6 Phase 1 Opening Day (2030) Total Traffic Forecasts

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Exhibit 3.7 Full Built-out Opening Day (2035) Total Traffic Forecasts

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Exhibit 3.8 Opening Day + 5 (2040) Total Traffic Forecasts

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Inglewood Care Centre
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3.2 Future Traffic Operations

3.2.1 Future Conditions Analysis Assumptions

Signal Timing

Both traffic signal splits and cycle length were optimized for signalized intersections.

Parameters

- Pedestrian and cyclist volumes were increased by 1.1% per annum (equal to the growth of the traffic volumes).
- Peak hour factors were adjusted to future volumes in different horizon years, based on the suggested peak hour values indicated in Synchro User Guideline, as shown in **Figure 3.4** below.

Table 3.4 Suggested Peak Hour Values from Synchro User Guideline

TOTAL APPROACH VOLUME (VPH)	PEAK HOUR FACTOR
2,000	0.95
1,000	0.93
500	0.92
200	0.87
100	0.83
50	0.78

Source: Synchro User Guideline, Table 10-1

Other parameters used in the analysis of existing traffic conditions were carried towards the future traffic operations analysis.

3.2.2 Future Traffic Operations Opening Day 2030

The results of the 2030 future traffic operations assessment for the AM and PM peak hours are summarized separately in **Tables 3.5** and **3.6**. The site accesses and the immediately adjacent intersection at Inglewood Avenue & Taylor Way are expected to operate at acceptable levels. However, the traffic operations issues previously identified at the Highway 1 & Taylor Way interchange are anticipated to become incrementally more constrained, consistent with the over-queuing observed at the Taylor Way & Inglewood Avenue and Taylor Way & Highway 1 interchange intersections under existing conditions.

The movements experiencing congestion are consistent under both background and total traffic scenarios, indicating that the observed congestion is primarily attributable to growth in background traffic rather than site-generated traffic.

3.2.3 Future Traffic Operations Opening Day 2035

The results of the 2035 future traffic operations assessment for the AM and PM peak hours are summarized separately in **Tables 3.7 and 3.8**. In addition to the traffic operations issues observed in the 2030 horizon year, the westbound through-left movement at the north ramp junction of the Highway 1 & Taylor Way interchange is projected to worsen from LOS E in 2030 to LOS F under 2035 Total conditions during the AM peak hour.

3.2.4 Future Traffic Operations Opening Day +5 Years 2040

The results of the 2040 future traffic operations assessment for the AM and PM peak hours are summarized separately in **Tables 3.9 and 3.10**. During the AM peak hour, in addition to the traffic operations issues observed in the 2035 horizon year, the eastbound left-turn movement at the south ramp junction of the Highway 1 & Taylor Way interchange is projected to worsen from LOS E in 2035 to LOS F under both background and total conditions in 2040.

During the PM peak hour, all eastbound movements at this intersection are projected to worsen to LOS F under total conditions. However, these movements continue to operate at acceptable levels based on the SimTraffic analysis.

Table 3.5: Phase 1 Opening Day (2030) Background & Total AM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D**	0.75	-	D**	0.76	-
	EBR	C	0.14	20	C	0.14	20
	WBL	F	1.04	150	F	1.06	150
	WBTL	E**	1.00dl	90	E**	1.01dl	95
	WBR	E	0.08	0	E	0.08	0
	NBL	A	0.46	m5	A	0.46	m5
	NBTR	A	0.46	m5	A	0.46	m5
	SBT	E	0.88	145	E	0.89	150
	SBR	D	0.28	40	D	0.28	40
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	F*	0.96	-	F*	0.97	-
	EBL	E	0.58	80	E	0.58	80
	EBR	F*	1.39	270	F*	1.42	280
	NBT	E	0.87	105	E	0.88	110
	NBR	D	0.28	30	D	0.28	30
	SBL	A	0.54	m15	A	0.54	m15
	SBLT	A	0.64	m20	A	0.65	m20
	OVERALL	B	0.74	-	B	0.76	-
Taylor Way & Inglewood Ave (signalized)	EBLT	D	0.73	65	D	0.76	75
	EBR	C	0.01	0	C	0.01	0
	WBLT	C	0.38	35	C	0.38	35
	WBR	C	0.08	15	C	0.08	15
	NBL	B	0.35	10	B	0.44	10
	NBTR	B	0.58	105	B	0.59	105
	SBL	B	0.49	25	B	0.5	25
	SBT	B	0.75	160	B	0.76	155
	SBR	B	0.14	15	B	0.14	15
	OVERALL	-	-	-	-	-	-
Taylor Way & Har El Congregation Access (unsignalized)	EBR	B	0.04	<5	B	0.05	<5
	NBT	A	0.39	0	A	0.39	0
	SBT	A	0.72	0	A	0.72	0
	SBTR	A	0.38	0	A	0.4	0
	OVERALL	-	-	-	-	-	-
Inglewood Ave & Site Access (unsignalized)	EBLT	A	0	<5	A	0.01	<5
	WBLT	A	0.2	0	A	0.19	0
	SBLR	B	0.06	<5	B	0.11	5
	OVERALL	-	-	-	-	-	-

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

Table 3.6: Phase 1 Opening Day (2030) Background & Total PM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	C	0.74	-	C	0.75	-
	EBR	C	0.08	10	C	0.08	10
	WBL	E**	0.85	130	F	0.89	135
	WBTL	D	0.57	70	D	0.59	70
	WBR	D	0.07	0	D	0.07	0
	NBL	A	0.51	m5	A	0.51	m5
	NBTR	A	0.51	<5	A	0.51	0
	SBT	E	0.87	105	E	0.88	105
	SBR	D	0.09	15	D	0.09	15
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	D	0.73	-	D	0.74	-
	EBL	E	0.60	60	E	0.63	60
	EBR	E	0.38	45	E	0.36	40
	NBT	E	0.85	120	D	0.82	120
	NBR	D	0.46	50	D	0.51	60
	SBL	A	0.44	m10	A	0.44	m10
	SBLT	A	0.55	15	A	0.57	m15
Taylor Way & Inglewood Ave (signalized)	OVERALL	B	0.71	-	C	0.75	-
	EBLT	D	0.73	60	D	0.78	75
	EBR	C	0.04	10	C	0.05	10
	WBLT	C	0.44	35	C	0.42	35
	WBR	C	0.05	10	C	0.05	10
	NBL	A	0.23	10	B	0.28	10
	NBTR	B	0.74	160	C	0.77	165
	SBL	B	0.48	20	B	0.51	25
	SBT	B	0.52	95	B	0.54	100
	SBR	A	0.08	10	B	0.08	10
Taylor Way & Har El Congregation Access (unsignalized)	OVERALL	-	-	-	-	-	-
	EBR	B	0.04	<5	B	0.05	<5
	NBT	A	0.50	0	A	0.51	0
	SBT	A	0.53	0	A	0.53	0
	SBTR	A	0.28	0	A	0.29	0
Inglewood Ave & Site Access (unsignalized)	OVERALL	-	-	-	-	-	-
	EBLT	A	0	<5	A	0.01	<5
	WBLT	A	0.16	0	A	0.17	0
	SBLR	B	0.05	<5	B	0.16	5

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

Table 3.7: Full Built-out Opening Day (2035) Background & Total AM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D	0.79	-	D**	0.80	-
	EBR	C	0.15	25	C	0.15	25
	WBL	F	1.09	160	F	1.12	165
	WBTL	E**	1.05dl	100	F	1.07dl	105
	WBR	E	0.09	0	E	0.09	0
	NBL	A	0.5	m5	A	0.5	m5
	NBTR	A	0.5	m5	A	0.5	m5
	SBT	E	0.88	150	E	0.89	155
	SBR	D	0.3	45	D	0.3	45
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	F*	1.01	-	F*	1.03	-
	EBL	E**	0.68	85	E**	0.71	85
	EBR	F*	1.68	305	F*	1.78	315
	NBT	E	0.88	110	E	0.87	110
	NBR	D	0.29	35	D	0.3	35
	SBL	A	0.55	m20	A	0.55	m15
	SBLT	A	0.66	m20	A	0.67	m20
	OVERALL	C	0.77	0	C	0.81	0
Taylor Way & Inglewood Ave (signalized)	EBLT	D	0.77	70	D	0.8	85
	EBR	C	0.01	0	C	0.01	0
	WBLT	C	0.42	35	C	0.39	35
	WBR	C	0.08	15	C	0.08	15
	NBL	B	0.4	10	B	0.45	10
	NBTR	B	0.6	110	B	0.62	115
	SBL	B	0.53	25	B	0.55	25
	SBT	B	0.77	165	C	0.8	175
	SBR	B	0.15	15	B	0.15	15
	OVERALL	-	-	-	-	-	-
	EBR	B	0.04	<5	B	0.07	<5
Taylor Way & Har El Congregation Access (unsignalized)	NBT	A	0.41	0	A	0.42	0
	SBT	A	0.76	0	A	0.76	0
	SBTR	A	0.4	0	A	0.43	0
	OVERALL	-	-	-	-	-	-
Inglewood Ave & Site Access (unsignalized)	EBLT	A	0	<5	A	0	<5
	WBLT	A	0.21	0	A	0.2	0
	SBLR	B	0.06	<5	B	0.15	5
	OVERALL	-	-	-	-	-	-

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

Table 3.8: Full Built-out Opening Day (2035) Background & Total PM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D	0.78	-	D**	0.80	-
	EBR	C	0.08	10	C	0.08	10
	WBL	F	0.92	145	F	0.95	150
	WBTL	D	0.88dl	75	D**	0.91dl	75
	WBR	D	0.07	0	D	0.07	0
	NBL	A	0.54	m5	A	0.55	m5
	NBTR	A	0.54	m5	A	0.55	m5
	SBT	E	0.87	105	E	0.89	110
	SBR	D	0.1	15	D	0.1	15
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	D	0.77	-	D	0.78	-
	EBL	E	0.63	65	E	0.66	65
	EBR	E	0.54	70	E	0.61	70
	NBT	E	0.89	125	E	0.89	130
	NBR	D	0.58	75	D	0.63	85
	SBL	A	0.46	m10	A	0.46	m10
	SBLT	A	0.58	m15	A	0.6	m15
	OVERALL	B	0.74	-	C	0.78	-
Taylor Way & Inglewood Ave (signalized)	EBLT	D	0.77	70	E	0.86	95
	EBR	C	0.04	10	C	0.05	15
	WBLT	D	0.51	40	D	0.5	40
	WBR	C	0.05	10	C	0.05	10
	NBL	A	0.25	10	B	0.32	10
	NBTR	B	0.76	165	C	0.78	165
	SBL	B	0.55	25	C	0.58	30
	SBT	B	0.53	95	B	0.56	100
	SBR	A	0.09	10	B	0.09	10
	OVERALL	-	-	-	-	-	-
Taylor Way & Har El Congregation Access (unsignalized)	EBR	B	0.04	<5	B	0.06	<5
	NBT	A	0.53	0	A	0.54	0
	SBT	A	0.56	0	A	0.56	0
	SBTR	A	0.29	0	A	0.32	0
	OVERALL	-	-	-	-	-	-
Inglewood Ave & Site Access (unsignalized)	EBLT	A	0	<5	A	0	<5
	WBLT	A	0.17	0	A	0.18	0
	SBLR	B	0.06	<5	B	0.19	5
	OVERALL	-	-	-	-	-	-

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

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Table 3.9: Opening Day + 5 (2040) Background & Total AM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D**	0.83	-	D**	0.84	-
	EBR	C	0.17	25	C	0.17	25
	WBL	F	1.15	170	F	1.18	175
	WBTL	F	1.10dl	110	F	1.12dl	110
	WBR	E	0.09	<5	E	0.09	<5
	NBL	A	0.54	m5	A	0.55	m5
	NBTR	A	0.54	m5	A	0.55	m5
	SBT	E	0.87	150	E	0.89	160
	SBR	D	0.32	50	D	0.32	50
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	F*	1.07	-	F*	1.09	-
	EBL	F	0.82	100	F	0.86	105
	EBR	F*	2.05	340	F*	2.18	355
	NBT	E	0.89	120	E	0.88	120
	NBR	D	0.33	35	D	0.35	40
	SBL	A	0.56	m20	A	0.56	m20
	SBLT	A	0.67	m25	A	0.68	m25
	OVERALL	C	0.81	-	C	0.84	-
Taylor Way & Inglewood Ave (signalized)	EBLT	D	0.79	80	D	0.84	95
	EBR	C	0.01	0	C	0.01	0
	WBLT	C	0.45	35	C	0.43	35
	WBR	C	0.09	15	C	0.09	15
	NBL	B	0.43	10	C	0.48	15
	NBTR	B	0.64	120	C	0.65	125
	SBL	B	0.58	30	B	0.6	30
	SBT	C	0.81	175	C	0.83	185
	SBR	B	0.16	15	B	0.16	15
	OVERALL	-	-	-	-	-	-
Taylor Way & Har El Congregation Access (unsignalized)	EBR	B	0.05	<5	B	0.08	<5
	NBT	A	0.43	0	A	0.43	0
	SBT	A	0.8	0	A	0.8	0
	SBTR	A	0.42	0	A	0.45	0
	OVERALL	-	-	-	-	-	-
Inglewood Ave & Site Access (unsignalized)	EBLT	A	0	<5	A	0	<5
	WBLT	A	0.21	0	A	0.2	0
	SBLR	B	0.06	<5	B	0.15	5
	OVERALL	-	-	-	-	-	-

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

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"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

Table 3.10: Opening Day +5 (2040) Background & Total PM Vehicle Operations

INTERSECTION/ TRAFFIC CONTROL	MOVEMENT	BACKGROUND			TOTAL		
		LOS	V/C	95TH Q (M)	LOS	V/C	95TH Q (M)
Taylor Way & Highway 1 Interchange – North Ramp Junction Intersection (signalized)	OVERALL	D**	0.81	-	D**	0.83	-
	EBR	C	0.09	15	C	0.09	15
	WBL	F	0.97	155	F	0.99	160
	WBTL	D**	0.93dl	75	E**	0.95dl	80
	WBR	D	0.08	0	D	0.08	0
	NBL	A	0.57	m5	A	0.6	m5
	NBTR	A	0.57	m5	A	0.6	m5
	SBT	E	0.88	110	E	0.87	110
	SBR	D	0.1	20	D	0.1	15
Taylor Way & Highway 1 Interchange – South Ramp Junction Intersection (signalized)	OVERALL	D	0.8	-	D	0.82	-
	EBL	E	0.78	80	F*	0.89	85
	EBR	E	0.70	90	F*	0.85	100
	NBT	E	0.88	130	E	0.88	130
	NBR	D	0.71	120	E	0.77	135
	SBL	A	0.48	m10	A	0.47	m10
	SBLT	A	0.6	m15	A	0.61	m15
	OVERALL	C	0.78	-	C	0.82	0
Taylor Way & Inglewood Ave (signalized)	EBLT	D	0.79	70	E	0.89	100
	EBR	C	0.04	10	C	0.06	15
	WBLT	D	0.52	40	D	0.54	45
	WBR	C	0.06	10	C	0.06	10
	NBL	B	0.28	10	B	0.34	10
	NBTR	C	0.8	180	C	0.81	175
	SBL	C	0.6	30	C	0.65	35
	SBT	B	0.56	105	B	0.6	115
	SBR	A	0.09	10	B	0.09	10
	OVERALL	-	-	-	-	-	-
Taylor Way & Har El Congregation Access (unsignalized)	EBR	B	0.04	<5	B	0.07	<5
	NBT	A	0.55	0	A	0.57	0
	SBT	A	0.59	0	A	0.59	0
	SBTR	A	0.31	0	A	0.34	0
	OVERALL	-	-	-	-	-	-
Inglewood Ave & Site Access (unsignalized)	EBLT	A	0	<5	A	0	<5
	WBLT	A	0.18	0	A	0.18	0
	SBLR	B	0.06	<5	B	0.19	5
	OVERALL	-	-	-	-	-	-

"dl" indicates effectively the WBLT should be modelled as a left lane due to the high left turn volumes and opposing through volumes, meaning that WB through traffic would use the other lane to pass through the intersection

"m" indicates volume for the 95th percentile queue is metered by upstream signal

"*" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to be within the acceptable threshold noted in Section 2.2.1.

"**" When using SimTraffic, the microsimulation module of Synchro, the LOS for this movement was found to exceed the acceptable threshold noted in Section 2.2.1.

3.2.5 Summary of Traffic Impacts & Recommended Mitigations

Overall, the results of this analysis show that traffic operations at the Highway 1 & Taylor Way interchange were exceeding the acceptable thresholds for both north and south ramp junction intersections. These traffic operations concerns are present under existing traffic conditions and are not materially impacted by the Inglewood Care Centre redevelopment which is expected to contribute to a 1% - 3% increase in traffic volumes at the interchange. Given the regional function, geometric complexity, and constrained right-of-way of the interchange, further mitigations are not considered feasible at this time without significant changes to right-of-way availability, land use, or broader network infrastructure.

The site access can accommodate the anticipated increase in traffic volumes resulting from the redevelopment of the Inglewood Care Centre site. The primary site-related concern is potential eastbound queue at the Inglewood Avenue & Taylor Way intersection, which is anticipated to periodically block access to the development from Inglewood Avenue. One potential mitigation measure considered is a reconfiguration of the eastbound approach. Given the significantly higher left-turn volumes compared to through and right-turn movements, the approach was revised from the existing configuration of one left-through lane and one right-turn lane to one dedicated left-turn bay and one shared through-right-turn lane. While this is a reasonable attempt at an improvement, detailed design would need to consider skews in the roadway geometry and any additional carriageway requirements. If additional carriageway requirements or an excessive skew is provided as part of this design, this option for improvement will not be feasible. This can be reviewed at the detailed design level.

This mitigation measure was tested during the horizon Year 2030 total conditions. As shown in **Table 3.11**, the proposed lane reconfiguration reduces the 95th percentile eastbound queue during the AM peak hour from approximately 75 m to 50 m, a length that does not materially affect vehicle access to or from the site. During the PM peak hour, the queue length is reduced from approximately 75 m to 60 m.

Due to background traffic growth, eastbound queues are expected to increase to approximately 60–65 m in the subsequent horizon years (2035 and 2040) with the mitigation in place, during both the AM and PM peak hours. While queue spillback toward the site access may still occur when queues exceed 50 m, the reduced queue lengths are expected to lessen delays for site traffic waiting for the intersection to clear.

Table 3.11: Mitigation Test at Inglewood Avenue & Taylor Way Intersection (2030 Total)

INTERSECTI ON/ TRAFFIC CONTROL	MOVEMENT	EXISTING CONFIGURATION			MOVEMENT	LEFT TURN BAY + THROUGH-RIGHT LANE		
		LOS	V/C	95TH Q (M)		LOS	V/C	95TH Q (M)
Taylor Way & Inglewood Avenue (signalized) AM Peak	OVERALL	B	0.76	-	OVERALL	C	0.73	0
	EBLT	D	0.76	75	EBL	C	0.44	50
	EBR	C	0.01	0	EBTR	C	0.07	15
	WBLT	C	0.38	35	WBLT	D	0.52	40
	WBR	C	0.08	15	WBR	D	0.08	10
	NBL	B	0.44	10	NBL	C	0.55	20
	NBTR	B	0.59	105	NBTR	C	0.7	145
	SBL	B	0.5	25	SBL	B	0.6	40
	SBT	B	0.76	155	SBT	C	0.86	230
	SBR	B	0.14	15	SBR	B	0.17	25
Taylor Way & Inglewood Avenue (signalized) PM Peak	OVERALL	C	0.75	-	OVERALL	B	0.72	0
	EBLT	D	0.78	75	EBL	D	0.72	60
	EBR	C	0.05	10	EBTR	C	0.14	20
	WBLT	C	0.42	35	WBLT	C	0.35	35
	WBR	C	0.05	10	WBR	C	0.05	10
	NBL	B	0.28	10	NBL	B	0.27	10
	NBTR	C	0.77	165	NBTR	B	0.75	165
	SBL	B	0.51	25	SBL	B	0.49	25
	SBT	B	0.54	100	SBT	B	0.53	100
	SBR	B	0.08	10	SBR	A	0.08	10

4. SUMMARY

- The proposed redevelopment consists of 364 long term care beds, 161 senior rental housing units, and 200 independent living units, which is expected to be 56,023 m² of Gloss Floor Area.
- Under existing conditions, Both the north and south ramp junctions at the Highway 1 & Taylor Way interchange experience delay (LOS), overcapacity (V/C ratio), and excessive queuing on several movements. Queues frequently exceed available turning bay lengths and may spill back into adjacent through lanes.
- The proposed development is anticipated to generate approximately 138 and 178 two-way vehicle trips during the AM and PM peak hours, respectively. This is equivalent to 2 - 3 vehicle trips per minute, on average. Compared to the existing site, the net new vehicle trip generation is expected to be 88 and 128 two-way vehicle trips during the AM and PM peak hours, which equate to approximately 1 - 2 additional vehicles every minute added to the area road network.
- Under future conditions, traffic operations at the Highway 1 & Taylor Way interchange are projected to become increasingly constrained over the 2030, 2035, and 2040 horizon years, primarily due to background traffic growth rather than site-generated traffic.
- The proposed site accesses are expected to operate within acceptable performance thresholds and can accommodate the traffic generated by the Inglewood Care Centre redevelopment. The primary site-related concern is periodic queue spillback on the eastbound approach at the Inglewood Avenue & Taylor Way intersection, which may occasionally affect site access
- Bunt recommends reconfiguring the eastbound approach to provide a dedicated left-turn bay and a shared through-right-turn lane. The test under 2030 total conditions indicates this would reduce eastbound queue lengths during both peak periods, improving site access and reducing delays. However, this option may not be feasible if it requires additional carriageway width or introduces excessive intersection skew, which can be further reviewed at the detailed design.



APPENDIX A

Terms of Reference

MEMO

DATE: May 25, 2020
PROJECT NO: 04-20-0028
PROJECT: **Inglewood Campus of Care**
SUBJECT: **Terms of Reference for Transportation Study**

TO: Lisa Berg
District of West Vancouver

PREPARED BY: Matt Taylor & Peter Joyce

Baptist Housing has recently acquired the Inglewood Care Centre at 725 Inglewood Avenue in the District of West Vancouver. The 235 bed seniors' care facility has been in operation for nearly 60 years and Baptist Housing is now proposing a comprehensive redevelopment of the entire site to feature the following located in several new buildings:

- 299 long-term care beds,
 - o Phase 1: Porte Cochere access on Burley Dr, parking access on Inglewood Ave,
 - o Phase 2: Porte Cochere and parking access from Inglewood Avenue,
- 50 assisted living care beds with parking access via 735 Burley Drive,
- 50 affordable seniors' rental units with parking access via Taylor Way right-in/out,
- 104 affordable housing (Team) units with parking access via Taylor Way right-in/out,
- 185 independent living life lease units with parking access Inglewood Ave,

The new Inglewood Campus of Care facility will require new parking and loading facilities and anticipated changes to the site access driveways and internal traffic circulation patterns. With the increased density, there will be additional site traffic loads on the area street network and additional transit trips, particularly for staff but also visitors and some of the future residents of the development.

A preliminary traffic forecast was prepared for the development, by referring to our Bunt database trip generation information for seniors' facilities. Using rates of 0.25 vehicle trips per bed for the long-term care, assisted, living, life-lease, and independent living components, and 0.20 vehicle trips per unit for the social housing component, it was found that this site is anticipated to generate approximately 165 peak hour vehicle trips (this is based on the PM peak period, which generates more traffic than the AM peak period). The existing site was found to generate 50 peak hour vehicle trips, based on data collected at the site.

This equates to an additional 115 peak hour vehicle trips, or on average fewer than two additional vehicles per minute during peak traffic periods. Given this relatively modest increase in comparison to the existing traffic volumes on the Taylor Way corridor, Bunt proposes that the study area be limited to those intersections adjacent to the site.

The following document outlines Bunt's proposed Terms of Reference (ToR) for Inglewood Campus of Care Transportation Study.

A preliminary review of transportation considerations and potential loading circulation strategies is attached for reference. The transportation study outlined in this document will be based on the preferred design option, which is to be selected following discussions regarding these conceptual strategies with the District of West Vancouver (DWV) and BC Ministry of Transportation (MoTI).

1. INFORMATION ASSEMBLY

- Review transportation systems for all modes (vehicle, pedestrians, cyclists, and public transit) in the vicinity of the development site;
- Collect and review previous transportation study reports by the DWV and the MoTI, as well as Bunt in-house reports of previous TIA work for other projects along this section of Taylor Way;
- Compile previously collected traffic count data (which was gathered prior to the Covid-19 health emergency) at the following study area intersections:
 - o Inglewood Avenue & Taylor Way;
 - o Inglewood Avenue & Burley Avenue;
 - o Site Accesses (2) & Inglewood Avenue.
- Observe existing transportation conditions at the intersection of Inglewood Avenue and Taylor Way and at the existing Inglewood Care Centre and note any operational problems.

Note: As a result of the current Covid-19 health emergency, transportation data collection for the foreseeable future will not be possible as the typical traffic and parking behaviours of the Metro Region have been significantly impacted by newly imposed regulations on visitations to care facility, mandated work from home policies, social distancing guidelines, etc.

2. TRAFFIC IMPACT ANALYSIS

2.1.1 Existing Conditions

- Report or estimate existing traffic volumes at the following study intersections:
 - o Inglewood Avenue & Taylor Way;
 - o Inglewood Avenue & Burley Avenue;
 - o Site Accesses (2) & Inglewood Avenue; and,
 - o Proposed north access on Taylor Way (shared with the Congregation Har El North Shore Jewish Community Centre)
- Calculate site trip generation and rates based on the data collected and information on the land uses at the existing site;
- Evaluate existing weekday AM and PM peak traffic period performance using the HCM 2000 analysis methodology at the study area intersections based on the observed traffic data; and,
- Assess existing traffic operational deficiencies on the area road system and potential improvements.

2.1.2 Background Traffic

- Predict future traffic growth rates for Taylor Way and Inglewood Avenue based on historic traffic count data if available, or an assumed rate or rates to be agreed upon with the District of West Vancouver and BC Ministry of Transportation.
- Estimate future background traffic volumes at the study area intersections for the following horizon years:
 - o Opening day of the development (2024);
 - o Opening date of the development plus 5 years (2029); and,
 - o Opening date of the development plus 10 years (2034).
- Evaluate background weekday AM and PM peak traffic period performance on the study area intersections based on the observed traffic data.
- Identify potential future background traffic operational deficiencies associated with this increase in area traffic generally.

2.1.3 Total Traffic

- Estimate trip generation rates for the proposed development based on data previously collected by Bunt at comparable sites. Compare these proposed rates to those found in the ITE trip generation database.
- Estimate the volume of future site generated traffic resulting from the proposed redevelopment for the weekday AM and PM peak traffic periods.
- Estimate trip distribution and assignment patterns for site generated traffic based on observed travel patterns in the study area and broader regional transportation survey data.
- Forecast future total (background + site) traffic volumes at the following study area intersections:
 - o Inglewood Avenue & Taylor Way;
 - o Inglewood Avenue & Burley Avenue;
 - o Future site access & Inglewood Avenue; and,
 - o Future site access & Taylor way.
- Provide forecasts for the following scenarios and horizon years:
 - o Background traffic at opening day (2024) + Phase 1 site traffic
 - o Background traffic at opening day plus 5 years (2029) + full build out site traffic
 - o Background traffic at opening day plus 10 years (2034) + full build out site traffic.
- Assess potential future traffic operational deficiencies on the area road system and recommend potential improvements.

3. PARKING AND LOADING SUPPLY

- Evaluate the parking supply and loading supply requirements for the project based on the provisions of the District of West Vancouver Zoning Bylaw.
- Develop estimates of the anticipated peak parking demand for the proposed redevelopment for comparison to the Zoning Bylaw requirements.
- Based on the above considerations, develop a parking and loading supply strategy for the project.

4. SITE DESIGN REVIEW

- Assess site's access, vehicle parking, loading, and garbage/recycling collection arrangements, and recommend any necessary changes.
- Perform vehicle swept path analysis to confirm the feasibility of the following transportation design elements:
 - o Passenger vehicle access and circulation;
 - o Loading access and stall configuration;
 - o HandyDart access;
 - o Waste collection vehicle operations; and,
 - o Emergency vehicle access and egress.

5. TIA REPORT

- Prepare a comprehensive TIA report document that summarizes the data collection, analysis, and key findings and recommendations.

Inglewood Campus of Care

Site Circulation Analysis

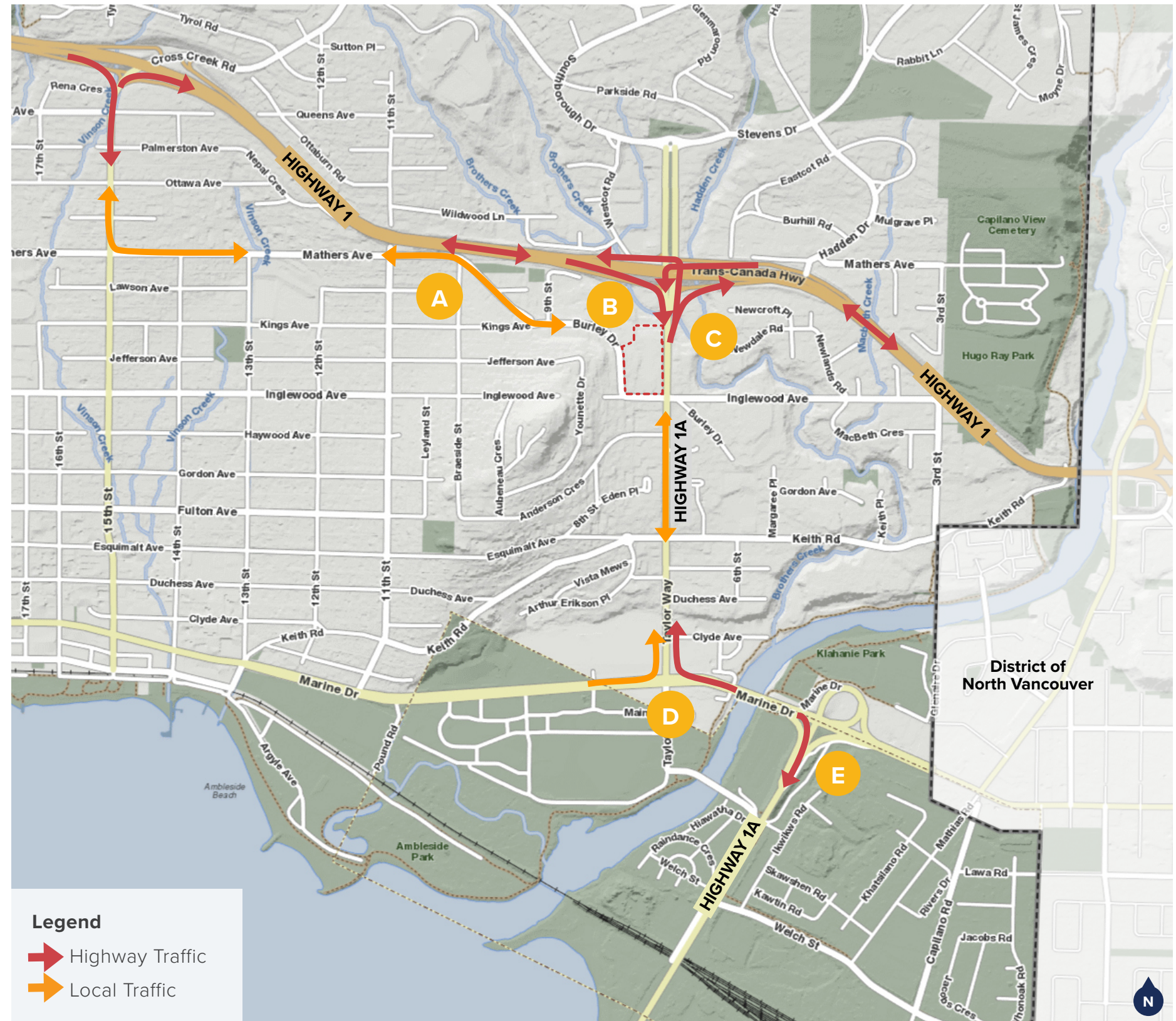
May 5, 2020

01 | Traffic Analysis

Traffic Observations

Traffic Patterns

- A** Local Traffic and from Highway 1 Junction 11.
- B** Highway 1 Junction 13 - Slip road traffic.
- C** Highway filter traffic backs up to Inglewood Ave.
- D** Marine Drive intersection.
- E** Highway 1A Lions Gate Bridge flow.



Surrounding Zoning Context

Traffic Patterns

- A** Local Traffic and to Highway 1 Junction 11
- B** Junction 13
- C** To Marine Drive



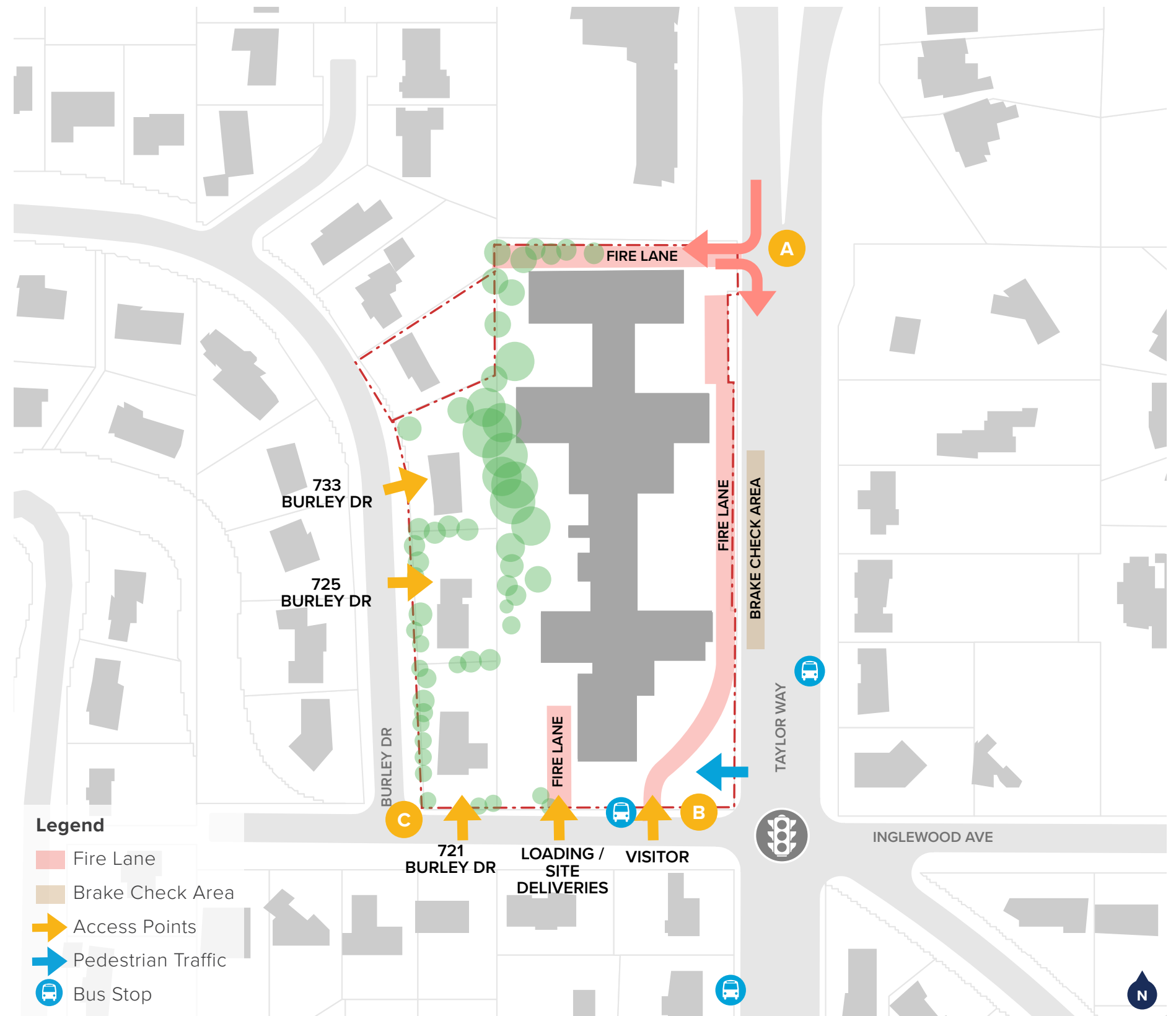
Existing Site Access Points

Current Site Traffic Considerations:

On site traffic observations indicated that 50% of traffic accessing the site was coming from the north along Taylor Way and assumed to be leaving the site and accessing the Upper Levels Hwy.

Future considerations:

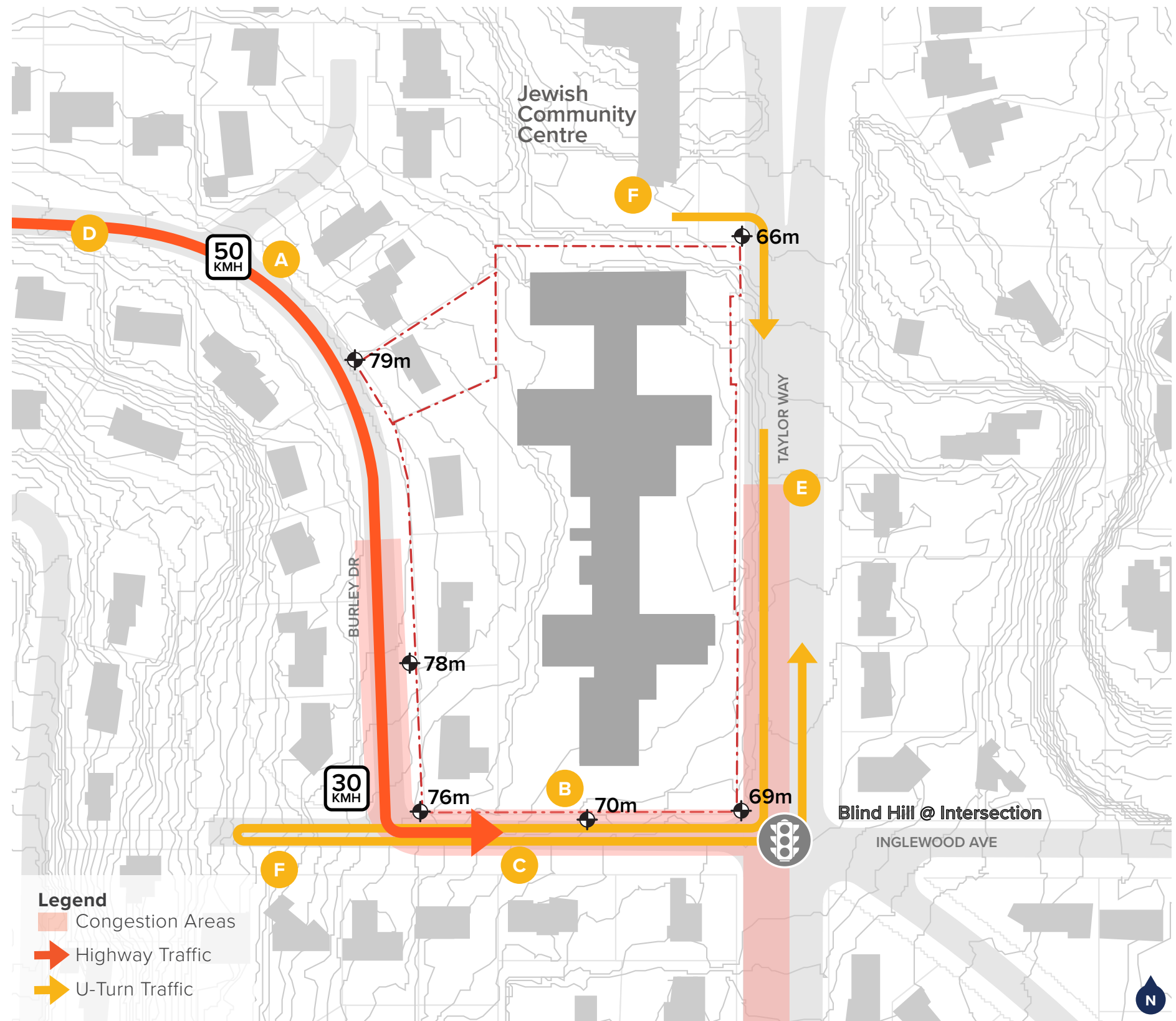
- A** Access at the north east is fire lane only. No left turn, right in/right out only onto Taylor Way.
- B** Access to the south, close to the Inglewood Ave and Taylor Way intersection creates potential traffic concerns.
- C** Access to 721 Burley Drive from Inglewood Ave has close proximity to blind corner and oncoming traffic from Burley Drive.



Surrounding Traffic Patterns

Traffic Concerns:

- A** Speed of traffic along Burley Drive onto Inglewood Ave.
- B** Visibility restricted to primary site access point along Inglewood Ave.
- C** Volume of traffic along Inglewood Ave and backing up to Burley Drive.
- D** It is suspected some traffic is generated by vehicles from Highway 1 exiting at 15th St and Mathers Ave.
- E** Regular congestion southbound along Taylor Way restricts both left and right turns from Inglewood onto Taylor Way
- F** Traffic observed making u-turns on Inglewood Ave. Possibly vehicles from Jewish Community Centre not able to make a left turn out of the parking lot, looking to go north along Taylor Way.



Sight Lines Burley Drive

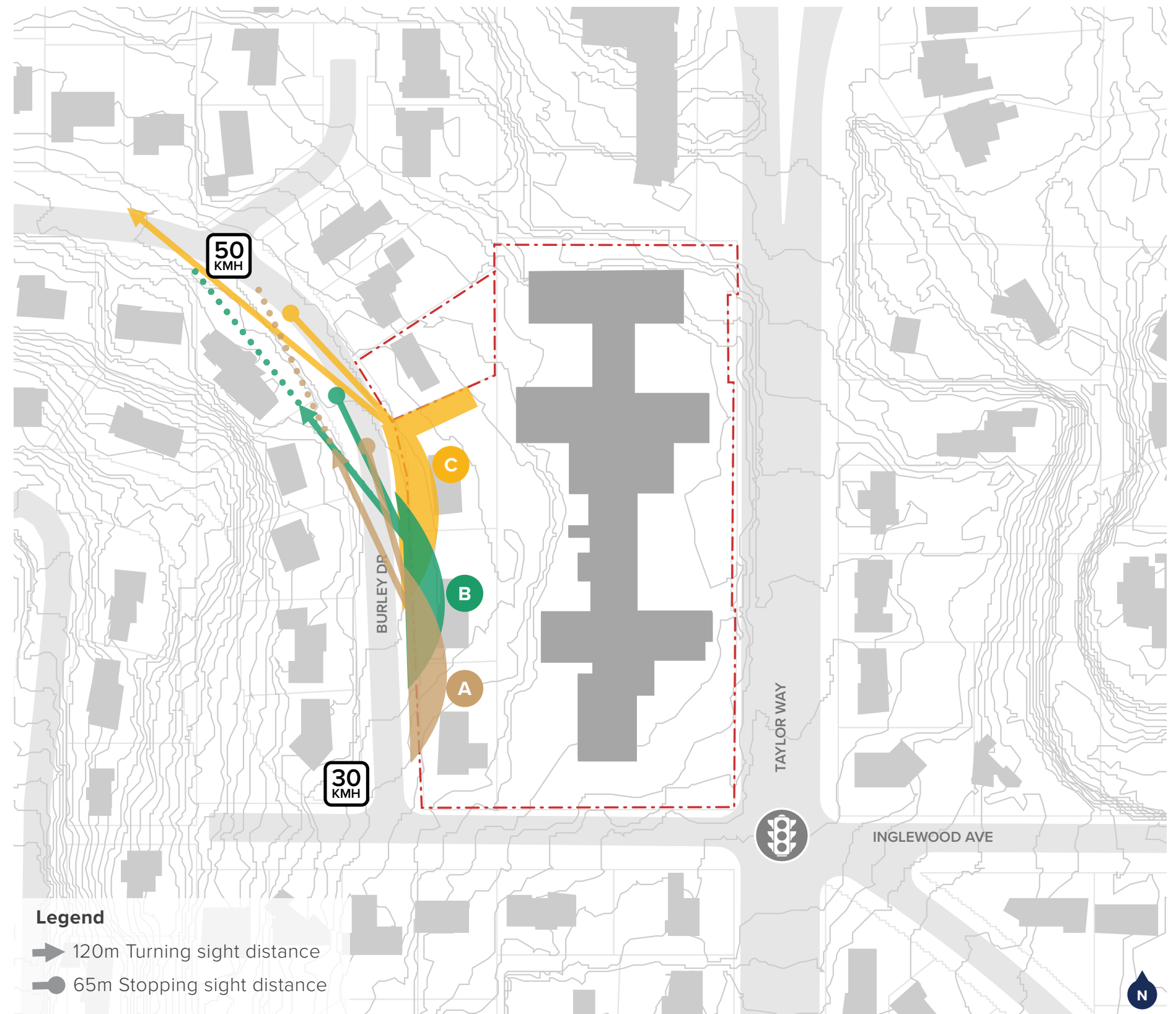
Phase 1 Access:

Burley Drive sees increased traffic at peak times with traffic flow from Upper Levels Highway taking 15th St and Mathers Ave to access Taylor Way.

The proposed temporary porte cochere entry location on Burley Drive presents some challenges with regard to program, elevation levels and proximity to the blind corners on Burley Drive. The three locations shown address each of these.

Findings from study:

- A** The south location works with the elevation levels, but is challenged by visibility along Burley Drive.
- B** The centre location works well with the program but appears to limit visibility.
- C** The north location works well with the program and offers the best visibility along Burley Drive, however the exit would be close to 735 Burley Drive property.



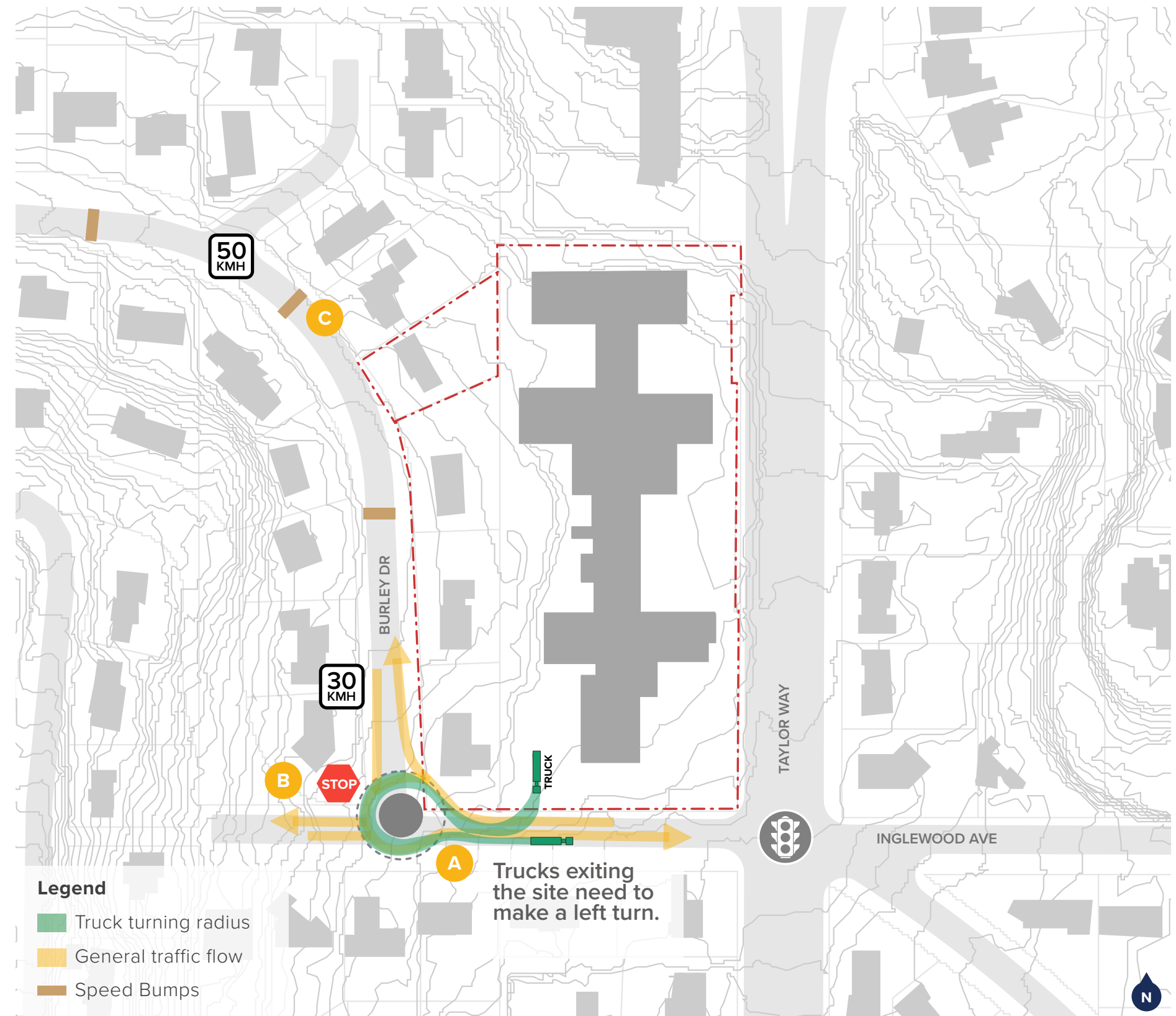
Traffic Calming Measures

Potential traffic calming measures:

- A** Traffic Circle at Inglewood Ave and Burley Drive: Concerns about size required and cutting off south west corner of the site.
- B** Stop sign at bottom of Burley Drive.
- C** Speed bumps, along Burley Drive.

Trucks leaving the site need to make a left turn to get back to Taylor Way and the Upper Levels Highway. The blind corner at Burley Drive and Inglewood Avenue presents a challenge with inadequate stopping distance. The traffic circle could offer the opportunity for trucks to make a right turn exit from the site enabling them to turn around to get back to the highway.

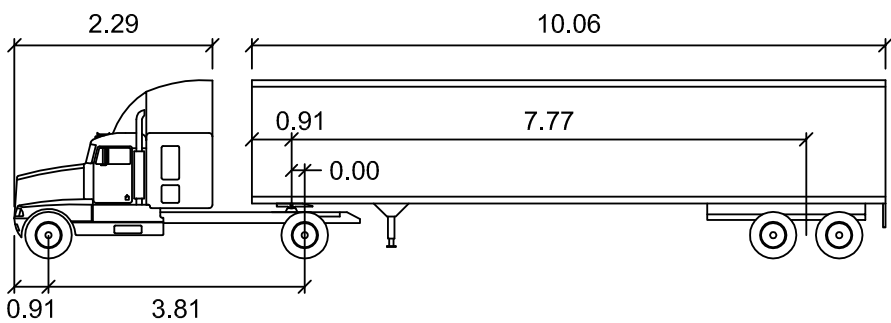
Note: Some restrictions for truck traffic exist on both Burley Drive and Inglewood Ave.



02 | Site Circulation

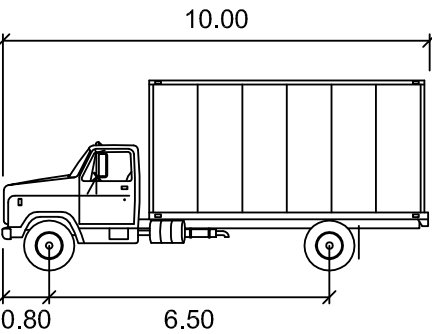
Campus Circulation - Vehicle Types

WB-12



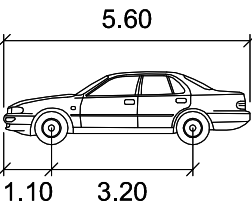
Tractor Width: 2.44m
Trailer Width: 2.44m
Tractor Track: 2.44m
Trailer Track: 2.44m
Lock to Lock Time: 6.0
Steering Angle: 20.3
Articulating Angle: 70.0°

MSU



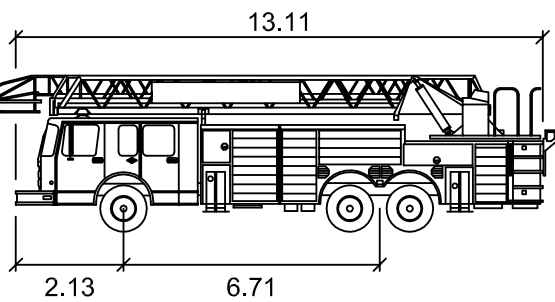
Width: 2.60m
Track: 2.60m
Lock To Lock Time: 6.0
Steering Angle: 40.2°

Passenger



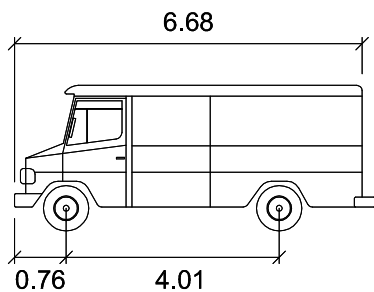
Width: 2.00m
Track: 2.00m
Lock To Lock Time: 6.0
Steering Angle: 45.9°

Ladder Truck



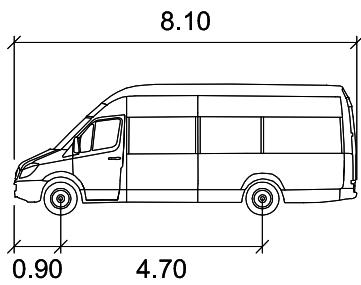
Width: 2.59m
Track: 2.59m
Lock to Lock Time: 6.0
Steering Angle: 33.3°

Ambulance



Width: 2.60m
Track: 2.35m
Lock to Lock Time: 6.0
Steering Angle: 31.6°

Handy Dart



Width: 2.40m
Track: 2.40m
Lock to Lock Time: 6.0
Steering Angle: 35.5°

Loading Option A - Inglewood Access

- Service area tucked inside the building.
- Loading dock central to LTC and IL/LL.
- Clearance allows overhead lift for waste collection.
- Phase 1 loading integrated with phase 2.
- Separate loading and garbage possible for AL & AH buildings with a right in right out from Taylor Way.

- Turning T uses up large volume of level 1 and parkade.
- Location of loading limits active use and visual appearance at the south side of the site.

The map shows a site plan with the following details:

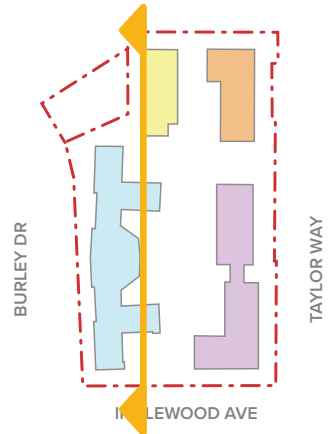
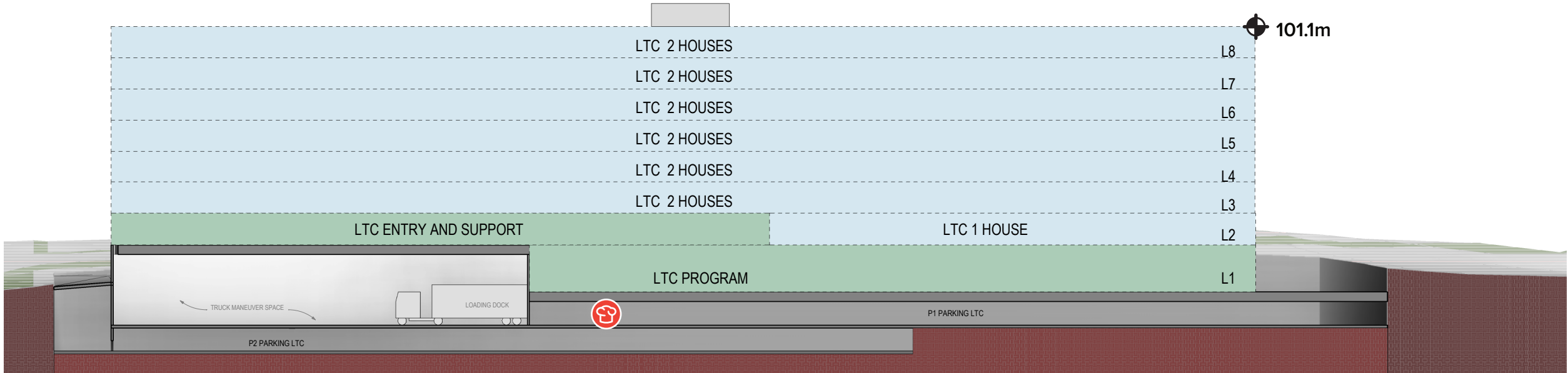
- Streets:** BURLEY DR (top), INGLEWOOD AVE (bottom), and TAYLOR WAY (right).
- Proposed Bus Stop:** Indicated by a green line on BURLEY DR, with a distance of 69.75m from the intersection with INGLEWOOD AVE.
- Proposed Bus Stop:** Indicated by a yellow line on TAYLOR WAY, with a distance of 71.0m from the intersection with INGLEWOOD AVE.
- Other Features:** A green recycling symbol is located near the bottom center. A red dashed line outlines the project area.

The site plan illustrates the proposed development layout. It shows a large blue building footprint on the left, a yellow building footprint at the top, and a purple building footprint on the right. A yellow line indicates the main circulation route, with a connection to the IL/LL Below courtyard. Distances are marked: 66.5m at the top right, 69.75m at the bottom left, and 71.0m at the bottom right. A red dashed line outlines the property boundary.

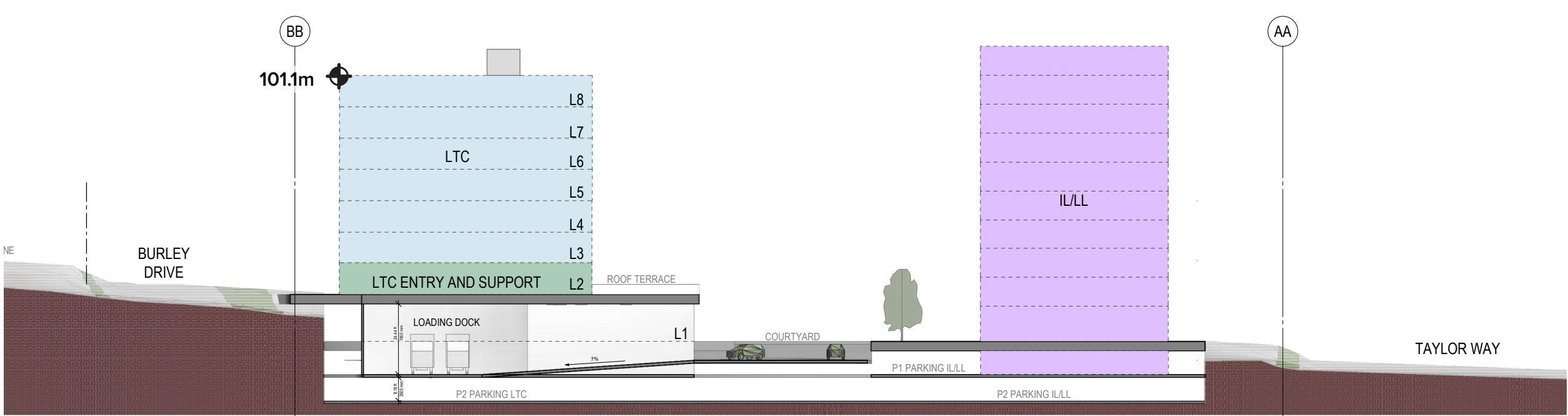
Long Term Care	Site Access	Truck Loading/Turning Area
Assisted Living	Main Building Entry	Vehicle/Parking Access
Affordable Housing	Loading Area	Drop off Area
Independent Living/ Life Lease	Service Corridor Connection	Recycling & Garbage Pickup Locations

Loading Option A - Inglewood Access (cont.)

LTC Entry at Courtyard



Loading Entry Ramp



- Legend**
- Long Term Care
 - Assisted Living
 - Affordable Housing
 - Independent Living/ Life Lease
 - Kitchen

Loading Option B - Taylor Way in - Burley Drive out

- Service area tucked inside the building.
- Visually better from the south of the site and frees up active use at the courtyard level.
- Loading dock Central to LTC and AL
- Phase 1 loading integrated with access connection to Taylor Way.
- Possible to have 2 houses at LTC level 2 reducing the building height.

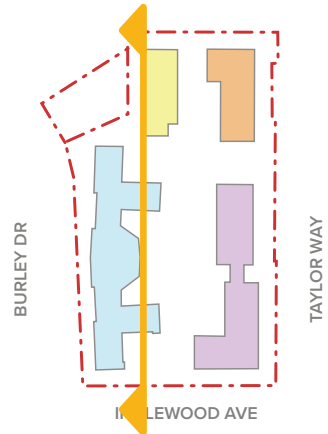
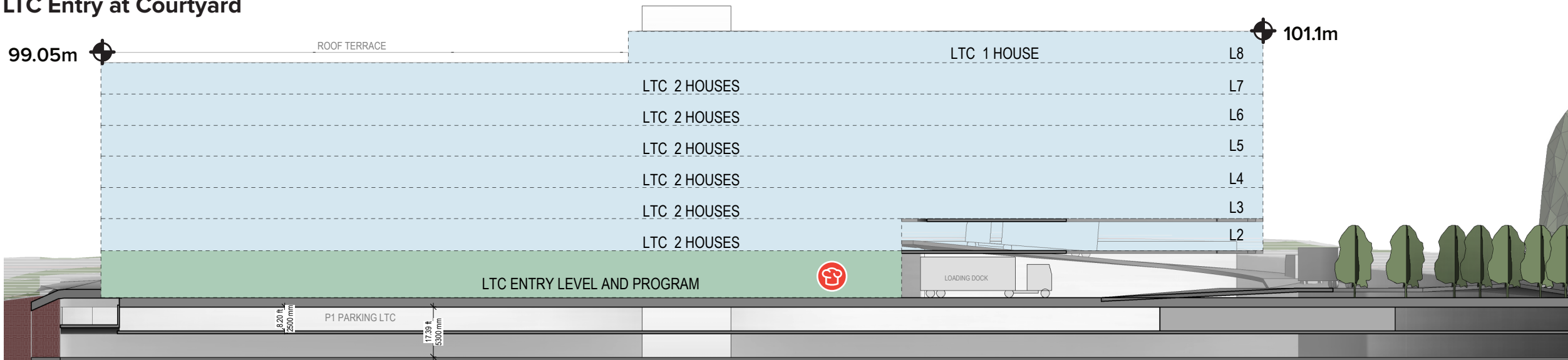
- Scheme requires 735 Burley Drive site.
- Restrictions for loading vehicles on westbound on Ingelwood.
- Inglewood to Burley Drive corner will require road to be reshapped to accommodate WB-12.
- Concerns with sight lines southbound from Burley Drive to loading access.
- Loading access will require screening from RT3 zone.
- Loading needs to have service elevator and long service corridor below the courtyard to connect to IL/LL,

[illegible]

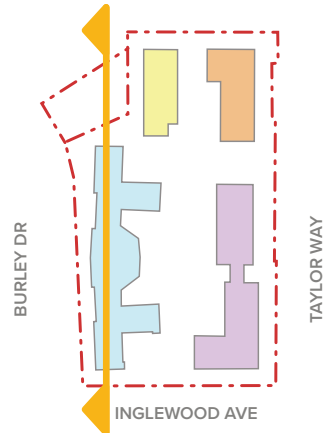
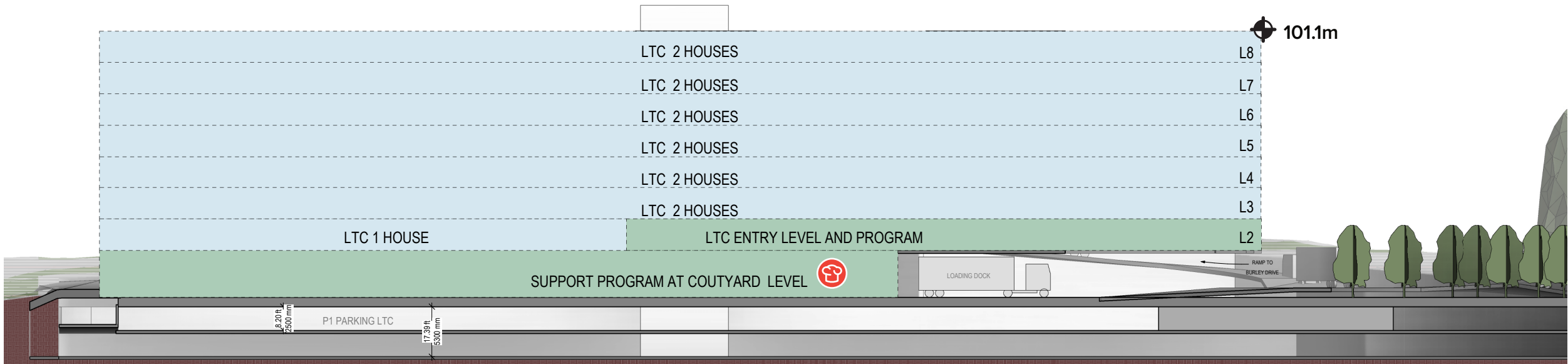
Long Term Care	Site Access	Truck Loading/Turning Area
Assisted Living	Main Building Entry	Vehicle/Parking Access
Affordable Housing	Loading Area	Drop off Area
Independent Living/ Life Lease	Service Corridor Connection	Recycling & Garbage Pickup Locations

Loading Option B - Taylor Way in - Burley Drive out (cont.)

LTC Entry at Courtyard



LTC Entry at Burley Drive



- Legend**
- Long Term Care
 - Assisted Living
 - Affordable Housing
 - Independent Living/ Life Lease
 - Kitchen

Loading Option C - Right in Right out - Taylor Way

- Service area tucked inside the building.
- Visually better from the south of the site and frees up active use at the courtyard level.
- Loading dock Central to LTC and AL
- Phase 1 loading integrated with access connection to Taylor Way.
- Possible to have 2 houses at LTC level 2 reducing the building height.
- Possible to reduce building height with a household on Level 1.
- Loading can connect on P1 level to IL/LL.

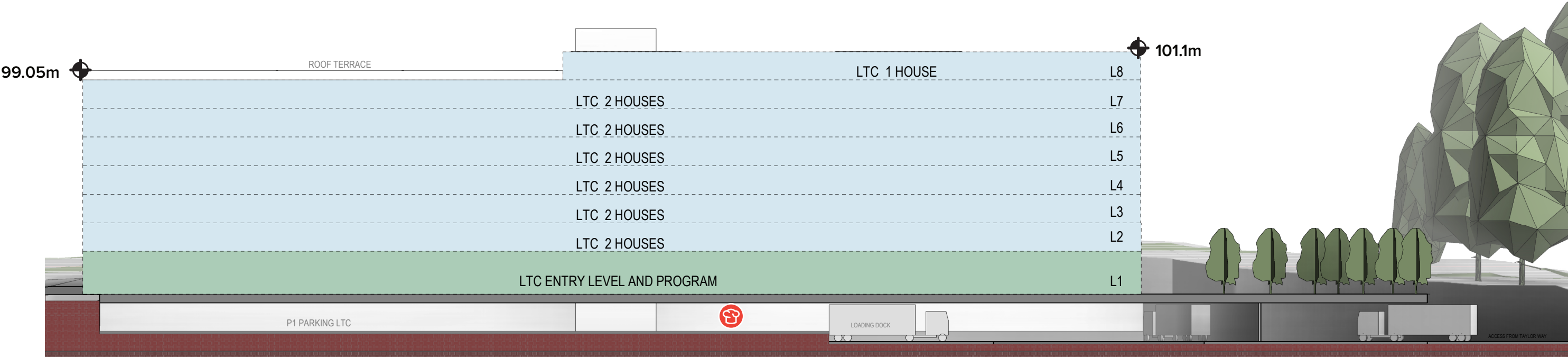
- Scheme requires 735 Burley Drive site.
- Exiting trucks cannot get back to Upper Levels Highway.
- Phase 1 and phase 2 loading in different locations and on different levels.

The site plan illustrates the proposed development layout. A red dashed line defines the site boundary. A green shaded area represents the proposed green infrastructure, including a green path and green spaces. A yellow path shows the proposed circulation route. Key dimensions are 66.5m and 67.5m. Surrounding streets are BURLEY DR, INGLEWOOD AVE, and TAYLOR WAY. The plan also shows existing green infrastructure and proposed green infrastructure.

Long Term Care	Site Access	Truck Loading/Turning Area
Assisted Living	Main Building Entry	Vehicle/Parking Access
Affordable Housing	Loading Area	Drop off Area
Independent Living/ Life Lease	Service Corridor Connection	Recycling & Garbage Pickup Locations

Loading Option C - Right in Right out - Taylor Way (cont.)

LTC Entry at Courtyard



Legend

- Long Term Care
- Assisted Living
- Affordable Housing
- Independent Living/ Life Lease
- Kitchen



Loading Option D - Taylor Way in - Inglewood out

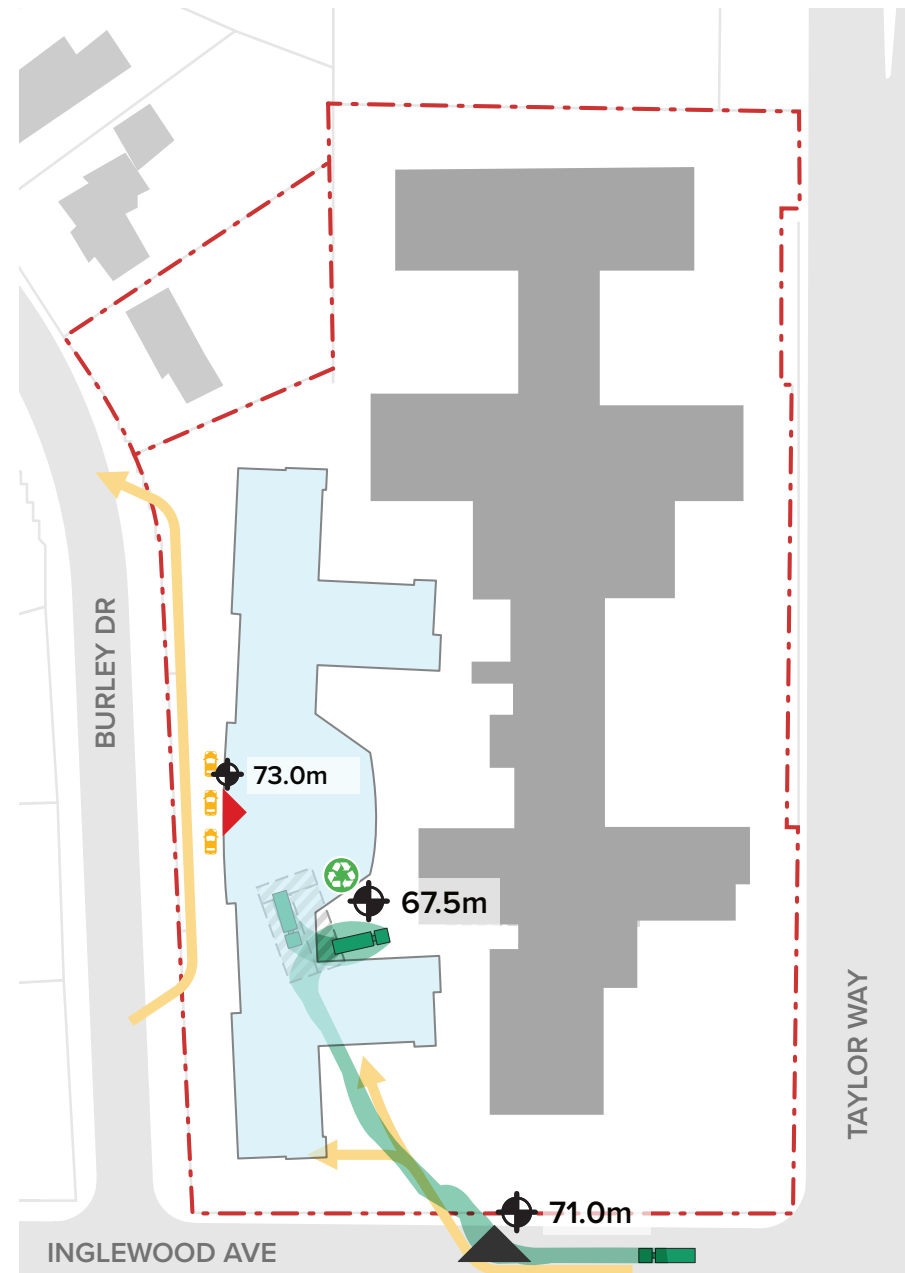
Pros

- Service area tucked inside the building.
- Loading dock central to LTC and AL
- Phase 1 loading integrated with access connection to Taylor Way.
- Possible to have 2 houses at LTC level 2 reducing the building height.
- Possible to reduce building height with a household on Level 1.
- Good connection from loading to IL/LL
- Integrated use of main circulation route through the site for passenger vehicles and loading trucks create efficient site circulation.
- Easy connection from all buildings to centralized garbage staging area at the north of the site.
- Trucks can get back to the Upper Levels Highway when exiting the site.

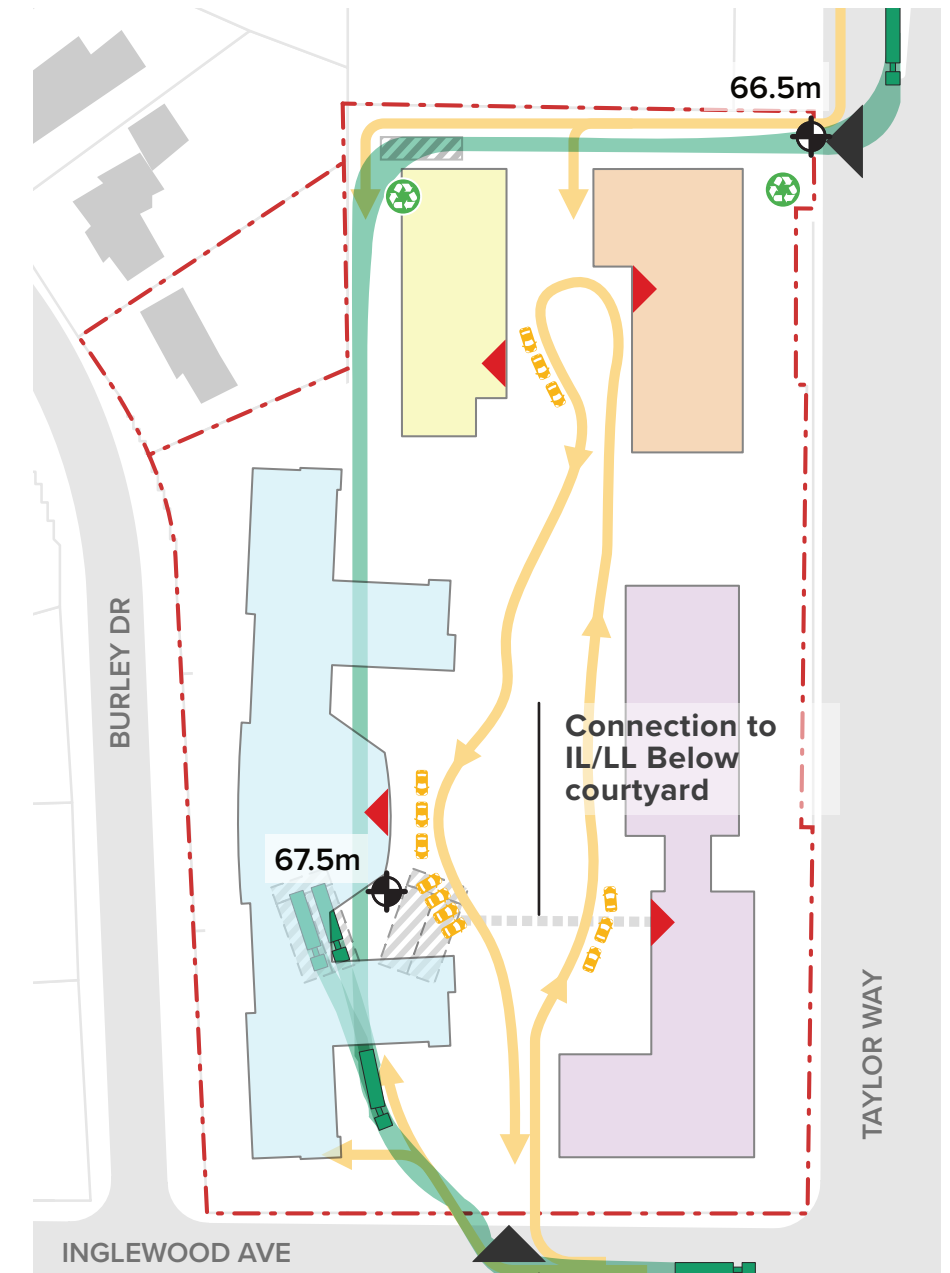
Cons

- MSU Truck deliveries during Phase 1
- Garbage pick up during Phase 1 needs to happen with out overhead lift or taken up to a temporary staging area close south access point.

Phase 1 - Loading Plan: MSU Truck



Phase 2 - Loading Plan: WB-12 Truck



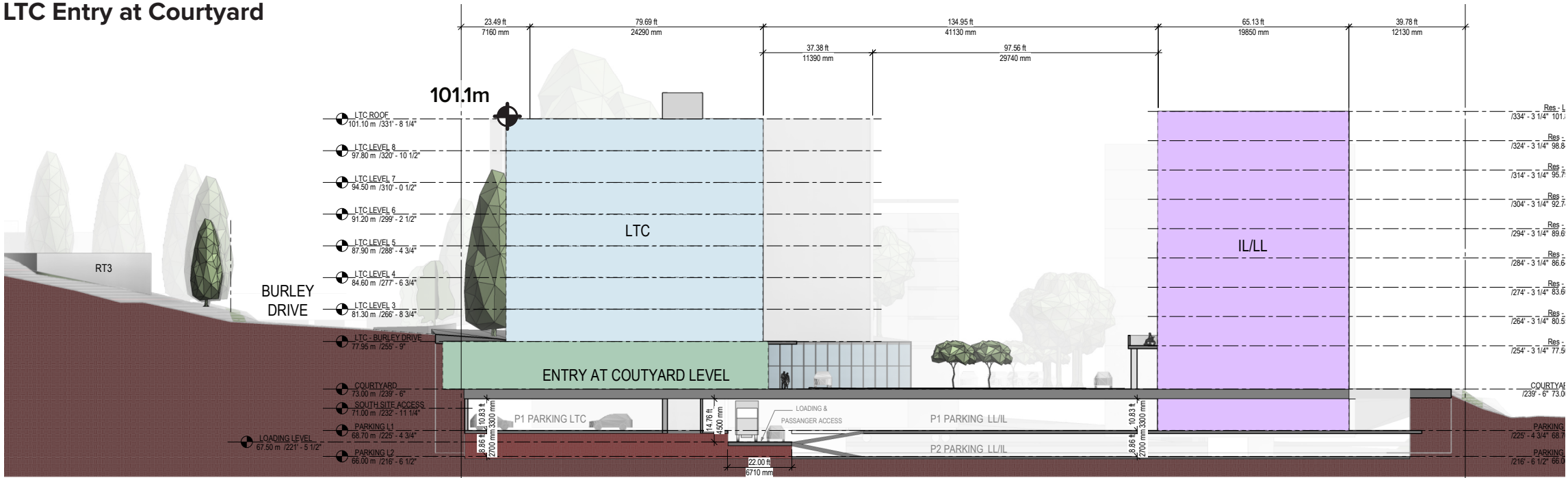
Legend

Long Term Care	Site Access	Truck Loading/Turning Area
Assisted Living	Main Building Entry	Vehicle/Parking Access
Affordable Housing	Loading Area	Drop off Area
Independent Living/ Life Lease	Service Corridor Connection	Recycling & Garbage Pickup Locations

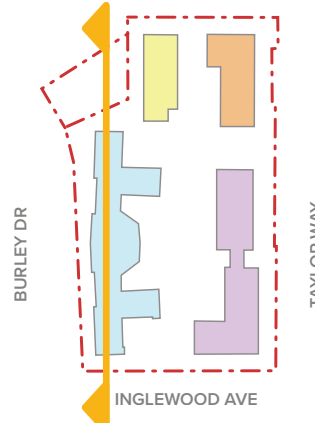
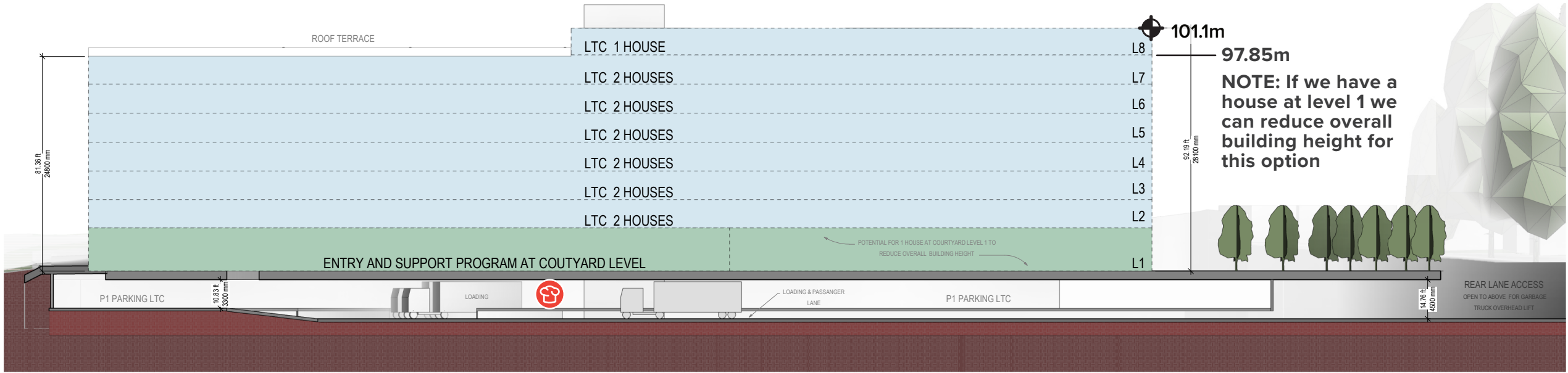
Note: Possible to have loading traffic flow for this option enter into the site from Inglewood and out from NE at Taylor Way.

Loading Option D - Taylor Way in - Inglewood out (cont.)

LTC Entry at Courtyard



LTC Entry at Burley Drive



- Legend**
- Long Term Care
 - Assisted Living
 - Affordable Housing
 - Independent Living/Life Lease
 - Kitchen



APPENDIX B

Signal Timing Plans

SIGNAL TIMING SHEET

DATE ISSUED	DECEMBER 19 2007	INTERSECTION	R1A/99 (TAYLOR WAY) @ INGLEWOOD AVE
CONTROLLER TYPE	LMD 8000	LOCATION	WEST VANCOUVER
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-89138-3A
SEQUENCE	NEMA DUAL RING	SITE CODE	

PHASE NUMBER	1				2				3				4				5				6				7				8			
PHASE SETTING	ON				ON				OFF				ON				ON				ON				OFF				OFF			
DESCRIPTION	ROUTE 1A/99 TAYLOR WAY SBLT				ROUTE 1A/99 TAYLOR WAY NB								INGLEWOOD AVENUE EB & WB				ROUTE 1A/99 TAYLOR WAY NBLT				ROUTE 1A/99 TAYLOR WAY SB											
FUNCTION	A2->				A1								B				A1->				A2											
OVERLAP																																
MINIMUM GREEN	6				10								7				6				10											
PASSAGE	3.0				4.0								3.0				4.0				3.0											
YELLOW	4.2				4.2								4.5				4.2				4.2											
RED	1.0				1.0								1.2				1.0				1.0											
MAX I/MAX II	6				58								20				6				58											
MAXPLAN (1,2,3,4)	6	6			64	68							25	23			6	6			64	68										
MAXPLAN (5,6,7,8)																																
WALK	-----				7								7				-----				7											
PEDESTRIAN CLEAR	-----				13								20				-----				13											
WALK	STEADY				STEADY								STEADY				STEADY				STEADY											
RECALL	OFF				EXT								OFF				OFF				EXT											
MEMORY	OFF				OFF								OFF				OFF				OFF											
COORDINATION ON PHASE																																
FIRST GREEN DISPLAY													XXXX																			
INTERSECTION FLASH					YELLOW								RED								YELLOW											
AWF TIME [s]					0.0								0.0								0.0								0.0			
AWF TIME [s] [CH1/CH2]					0.0	0.0						0.0	0.0						0.0	0.0						0.0	0.0					
DELAY DETECTION TIMING	L1 - 3 SECONDS (LT CLIP)								PROGRAMMING COMMENTS																							
	L5 - 3 SECONDS (LT CLIP)								1.																							
	L4, L8 - 10 SECONDS (LT)								2.																							
									3.																							
									4.																							
PRE-EMPTION TYPE	NONE								OPERATIONAL COMMENTS																							
DELAY TIME									1.																							
PRE-EMPTION TIME									2.																							
VOLUME LOGGING & MOES	ON								3.																							
SCM	OFF								4.																							

PED PERMISSIVE	AUTO	CYCLE (1 TO 8)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
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TIME CLOCK SETTINGS						
TIME OF DAY	DAY OF WEEK	MAXPLAN (1 TO 8)	CYCLE (1 TO 8)	OFFSET (1 TO 4)	SERVICEPLAN (1 TO 8)	ADDITIONAL TIME CLOCK INFORMATION
0700-0900	MON-FRI	1				
1500-1800	MON-FRI	2				

IMPLEMENTED DEC 21 2007

Lina Halwani, P.Eng	Dec 19 2007	RECEIVED & DISTRIBUTED BY MOT	DATE
ENGINEER OF RECORD			

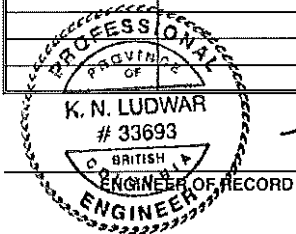
SIGNAL TIMING SHEET

DATE ISSUED	December 31, 2012	INTERSECTION	ROUTE 1 OFFRAMP AT TAYLOR WAY
CONTROLLER TYPE	LMD 8000	LOCATION	WEST VANCOUVER
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-91001-4 & 5
SEQUENCE	4 OVER 4 NO BARRIER	SITE CODE	

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	OFF	ON	ON	ON	ON	ON	ON	ON
DESCRIPTION		TAYLOR WAY SB (NORTH I/S)	TAYLOR WAY NB (NORTH I/S)	ROUTE 1 OFF RAMP WB (NORTH I/S)	DUMMY	TAYLOR WAY SB (SOUTH I/S)	ROUTE 1 OFF RAMP EB (SOUTH I/S)	TAYLOR WAY NB (SOUTH I/S)
FUNCTION		A1	B1->	C1->		A2->	C2	B2
OVERLAP								
MINIMUM GREEN		7	14	7	2	14	7	7
PASSAGE		3.0	3.0	3.0		3.0	3.0	3.0
YELLOW		4.5	4.5	5.0	4.0	4.2	4.5	4.0
RED		1.0	1.5	1.6		1.0	1.1	1.0
MAX V/MAX II		34	73	20		82	20	35
MAXPLAN (1,2,3,4)								
MAXPLAN (5,6,7,8)								
WALK		5	5	5	----	5	5	5
PEDESTRIAN CLEAR		7	8	8	----	7	8	7
WALK		STEADY	STEADY	STEADY	STEADY	STEADY	STEADY	STEADY
RECALL		OFF	EXT	OFF	OFF	OFF	OFF	EXT
MEMORY		OFF	OFF	OFF	OFF	OFF	OFF	OFF
COORDINATION ON PHASE								
FIRST GREEN DISPLAY		XXXX				XXXX		
INTERSECTION FLASH		RED	RED	RED		RED	RED	RED
AWF TIME [s]								
AWF TIME [s] [CH1/CH2]								
DELAY DETECTION TIMING	L8 --5 sceonds (RT)			PROGRAMMING COMMENTS				
				1. INTERNAL OFFSET: NORTH I/S TERMINATES 7 SEC AFTER SOUTH I/S.				
				2. INTERNAL OFFSET: SOUTH I/S TERMINATES 7 SEC AFTER NORTH I/S.				
				3.				
				4.				
PRE-EMPTION TYPE	NONE			OPERATIONAL COMMENTS				
DELAY TIME				1. PHASE 2 & PHASE 4 CALL, AND EXTEND PHASE 6.				
PRE-EMPTION TIME				2. PHASE 7 & PHASE 8 CALL, AND EXTEND PHASE 3.				
VOLUME LOGGING & MOES	ON			3. Route 1 Off-ramp speed = 90 km/h; Taylor Way speed =50 km/h				
SCM	ON			4.				

PED PERMISSIVE	AUTO	CYCLE (1 TO 8)							
		1	2	3	4	5	6	7	8
OFFSET (1 TO 4)									

TIME CLOCK SETTINGS							ADDITIONAL TIME CLOCK INFORMATION
TIME OF DAY	DAY OF WEEK	MAXPLAN (1 TO 8)	CYCLE (1 TO 8)	OFFSET (1 TO 4)	SERVICEPLAN (1 TO 8)		



K. N. Ludwar
 DATE
 Dec 31, 2012

RECEIVED & DISTRIBUTED BY MOT
 DATE



APPENDIX C

Synchro Reports

Queues
1: Taylor Way & Hwy 1

Existing AM
12-15-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	172	261	434	123	347	721	780	233
v/c Ratio	0.27	0.62	0.50	0.29	0.59	0.60	0.85	0.50
Control Delay	21.4	56.6	49.8	24.8	63.2	61.1	62.6	32.8
Queue Delay	0.0	7.8	0.7	0.0	1.1	0.6	0.0	0.0
Total Delay	21.4	64.4	50.5	24.8	64.3	61.7	62.6	32.8
Queue Length 50th (m)	22.2	76.5	61.3	14.3	116.5	121.0	112.6	35.2
Queue Length 95th (m)	34.9	106.2	76.8	30.4	51.2	44.7	#142.9	60.6
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	424	872	429	824	1708	927	473
Starvation Cap Reductn	0	0	0	0	262	556	0	0
Spillback Cap Reductn	29	122	188	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.86	0.63	0.29	0.62	0.63	0.84	0.49

Intersection Summary

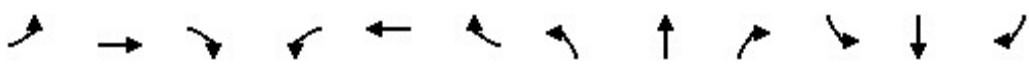
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

Existing AM

12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↶	↶	↶↷	↶	↶	↶↷			↷↶	↶
Traffic Volume (vph)	0	0	148	450	148	106	506	413	0	0	671	200
Future Volume (vph)	0	0	148	450	148	106	506	413	0	0	671	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.91	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3308	1456	1628	3372			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3308	1456	1628	3372			3579	1576
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	0	0	172	523	172	123	588	480	0	0	780	233
RTOR Reduction (vph)	0	0	42	0	0	46	0	0	0	0	0	65
Lane Group Flow (vph)	0	0	130	261	434	77	347	721	0	0	780	168
Confl. Peds. (#/hr)	23					23	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			53.9	39.5	39.5	39.5	53.9	53.9			38.5	38.5
Effective Green, g (s)			53.9	39.5	39.5	39.5	53.9	53.9			38.5	38.5
Actuated g/C Ratio			0.36	0.26	0.26	0.26	0.36	0.36			0.26	0.26
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			585	424	871	383	584	1211			918	404
v/s Ratio Prot				c0.16	0.13		0.21	c0.21			c0.22	
v/s Ratio Perm			0.08			0.05						0.11
v/c Ratio			0.22	0.62	0.50	0.20	0.59	0.60			0.85	0.41
Uniform Delay, d1			33.4	48.6	46.8	43.0	39.1	39.2			53.0	46.4
Progression Factor			1.00	1.00	1.00	1.00	1.51	1.51			1.00	1.00
Incremental Delay, d2			0.9	2.7	0.5	0.3	3.6	1.7			7.4	0.7
Delay (s)			34.3	51.2	47.3	43.2	62.8	61.1			60.4	47.1
Level of Service			C	D	D	D	E	E			E	D
Approach Delay (s)		34.3			47.9			61.6			57.4	
Approach LOS		C			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			55.0									
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			150.0								18.1	
Intersection Capacity Utilization			63.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

Existing AM
12-15-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	185	802	813	433	408	1025
v/c Ratio	0.38	0.99	0.74	0.63	0.61	0.73
Control Delay	50.6	56.3	59.3	8.7	16.8	17.2
Queue Delay	0.2	0.0	6.6	0.0	1.0	0.6
Total Delay	50.8	56.3	65.8	8.7	17.8	17.9
Queue Length 50th (m)	45.9	~158.7	82.1	0.0	65.1	83.6
Queue Length 95th (m)	77.5	#266.3	97.7	29.7	m35.1	47.3
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	486	812	1165	697	876	1842
Starvation Cap Reductn	0	0	0	0	248	432
Spillback Cap Reductn	44	0	300	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.99	0.94	0.62	0.65	0.73

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

Existing AM
12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	170	0	738	0	0	0	0	748	398	417	902	0
Future Volume (vph)	170	0	738	0	0	0	0	748	398	417	902	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	185	0	802	0	0	0	0	813	433	453	980	0
RTOR Reduction (vph)	0	0	285	0	0	0	0	0	340	0	0	0
Lane Group Flow (vph)	185	0	517	0	0	0	0	813	93	408	1025	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	40.8		40.8					32.2	32.2	61.2	61.2	
Effective Green, g (s)	40.8		40.8					32.2	32.2	61.2	61.2	
Actuated g/C Ratio	0.27		0.27					0.21	0.21	0.41	0.41	
Clearance Time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	486		527					1103	343	664	1395	
v/s Ratio Prot	0.10							c0.16		0.25	c0.30	
v/s Ratio Perm			c0.27						0.06			
v/c Ratio	0.38		0.98					0.74	0.27	0.61	0.73	
Uniform Delay, d1	44.3		54.2					55.0	49.1	35.1	37.5	
Progression Factor	1.00		1.00					1.00	1.00	0.40	0.40	
Incremental Delay, d2	0.5		34.0					4.4	1.9	1.3	1.5	
Delay (s)	44.8		88.2					59.4	51.1	15.3	16.4	
Level of Service	D		F					E	D	B	B	
Approach Delay (s)		80.1			0.0			56.5			16.1	
Approach LOS		F			A			E			B	
Intersection Summary												
HCM 2000 Control Delay			47.1					HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		15.8		
Intersection Capacity Utilization			71.7%					ICU Level of Service		C		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

Existing AM
12-15-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	212	11	100	119	61	976	171	1400	180
v/c Ratio	0.75	0.03	0.39	0.27	0.26	0.53	0.50	0.70	0.19
Control Delay	52.8	0.1	38.6	8.4	9.1	15.1	12.1	17.8	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	0.1	38.6	8.4	9.1	15.1	12.1	17.8	2.8
Queue Length 50th (m)	35.6	0.0	15.4	0.0	3.5	55.2	10.4	95.1	1.1
Queue Length 95th (m)	#70.8	0.0	34.6	14.1	8.7	79.7	20.8	134.4	10.7
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	392	528	356	559	234	2593	341	2613	1174
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.02	0.28	0.21	0.26	0.38	0.50	0.54	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

Existing AM
12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	30	10	54	39	111	57	868	40	159	1302	167
Future Volume (vph)	167	30	10	54	39	111	57	868	40	159	1302	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1796	1572		1827	1568	1789	3550		1789	3579	1551
Flt Permitted		0.69	1.00		0.62	1.00	0.11	1.00		0.21	1.00	1.00
Satd. Flow (perm)		1291	1572		1171	1568	205	3550		399	3579	1551
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	180	32	11	58	42	119	61	933	43	171	1400	180
RTOR Reduction (vph)	0	0	9	0	0	93	0	3	0	0	0	74
Lane Group Flow (vph)	0	212	2	0	100	26	61	973	0	171	1400	106
Confl. Peds. (#/hr)	8		5	5		8	5		4	4		5
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		19.7	19.7		19.7	19.7	51.9	47.5		56.1	49.6	49.6
Effective Green, g (s)		19.7	19.7		19.7	19.7	51.9	47.5		56.1	49.6	49.6
Actuated g/C Ratio		0.22	0.22		0.22	0.22	0.58	0.53		0.62	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		283	344		256	343	196	1877		349	1976	856
v/s Ratio Prot							0.02	0.27		c0.04	c0.39	
v/s Ratio Perm		c0.16	0.00		0.09	0.02	0.16			0.27		0.07
v/c Ratio		0.75	0.01		0.39	0.08	0.31	0.52		0.49	0.71	0.12
Uniform Delay, d1		32.7	27.4		29.9	27.8	11.1	13.7		8.5	14.8	9.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.4	0.0		1.0	0.1	1.2	0.3		1.1	1.2	0.1
Delay (s)		43.1	27.4		30.9	27.9	12.4	14.0		9.6	16.0	9.7
Level of Service		D	C		C	C	B	B		A	B	A
Approach Delay (s)		42.3			29.3			13.9			14.7	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		17.4										
HCM 2000 Volume to Capacity ratio		0.72										
Actuated Cycle Length (s)		89.8								16.1		
Intersection Capacity Utilization		72.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

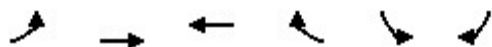
4: Taylor Way & Access

Existing AM
12-15-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	17	0	1146	1611	29
Future Volume (Veh/h)	0	17	0	1146	1611	29
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	18	0	1246	1751	32
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.84	0.75	0.75			
vC, conflicting volume	2390	892	1783			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1335	185	1375			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	121	618	371			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	18	623	623	1167	616	
Volume Left	0	0	0	0	0	
Volume Right	18	0	0	0	32	
cSH	618	1700	1700	1700	1700	
Volume to Capacity	0.03	0.37	0.37	0.69	0.36	
Queue Length 95th (m)	0.7	0.0	0.0	0.0	0.0	
Control Delay (s)	11.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		55.5%		ICU Level of Service		B
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

Existing AM
12-15-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	186	242	21	21	4
Future Volume (Veh/h)	4	186	242	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	5	248	323	28	28	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			64			
pX, platoon unblocked						
vC, conflicting volume	352				596	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	352				596	338
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				94	99
cM capacity (veh/h)	1206				464	704
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	253	351	33			
Volume Left	5	0	28			
Volume Right	0	28	5			
cSH	1206	1700	489			
Volume to Capacity	0.00	0.21	0.07			
Queue Length 95th (m)	0.1	0.0	1.6			
Control Delay (s)	0.2	0.0	12.9			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			24.0%		ICU Level of Service	
					A	
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

Existing PM
12-15-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	126	272	371	106	385	793	527	146
v/c Ratio	0.17	0.64	0.43	0.25	0.56	0.56	0.77	0.40
Control Delay	13.4	57.8	48.9	22.5	28.1	24.6	65.3	26.0
Queue Delay	0.0	9.0	0.5	0.0	1.0	0.5	0.0	0.0
Total Delay	13.4	66.9	49.4	22.5	29.1	25.1	65.3	26.0
Queue Length 50th (m)	10.5	79.8	51.0	10.1	32.0	32.9	78.9	16.2
Queue Length 95th (m)	22.9	#128.9	71.2	27.6	72.0	55.1	92.8	34.4
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		20.0				30.0
Base Capacity (vph)	857	428	870	432	824	1695	847	429
Starvation Cap Reductn	0	0	0	0	217	454	0	0
Spillback Cap Reductn	4	121	185	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.89	0.54	0.25	0.63	0.64	0.62	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

Existing PM

12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	112	484	88	94	685	363	0	0	469	130
Future Volume (vph)	0	0	112	484	88	94	685	363	0	0	469	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.94	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3307	1471	1628	3347			3579	1550
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3307	1471	1628	3347			3579	1550
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	0	0	126	544	99	106	770	408	0	0	527	146
RTOR Reduction (vph)	0	0	38	0	0	46	0	0	0	0	0	66
Lane Group Flow (vph)	0	0	88	272	371	60	385	793	0	0	527	80
Confl. Peds. (#/hr)	15					15	5		1	1		5
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			63.8	39.5	39.5	39.5	63.8	63.8			28.6	28.6
Effective Green, g (s)			63.8	39.5	39.5	39.5	63.8	63.8			28.6	28.6
Actuated g/C Ratio			0.43	0.26	0.26	0.26	0.43	0.43			0.19	0.19
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			5.5	5.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			692	428	870	387	692	1423			682	295
v/s Ratio Prot				c0.17	0.11		0.24	c0.24			c0.15	
v/s Ratio Perm			0.05			0.04						0.05
v/c Ratio			0.13	0.64	0.43	0.16	0.56	0.56			0.77	0.27
Uniform Delay, d1			26.2	48.9	45.8	42.4	32.4	32.5			57.6	51.8
Progression Factor			1.00	1.00	1.00	1.00	0.77	0.71			1.00	1.00
Incremental Delay, d2			0.4	3.1	0.3	0.2	2.7	1.3			5.4	0.5
Delay (s)			26.6	52.0	46.2	42.6	27.7	24.4			63.1	52.3
Level of Service			C	D	D	D	C	C			E	D
Approach Delay (s)		26.6			47.8			25.5			60.7	
Approach LOS		C			D			C			E	
Intersection Summary												
HCM 2000 Control Delay			40.4									
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			150.0								18.1	
Intersection Capacity Utilization			61.4%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

Existing PM
12-15-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	153	522	1067	640	341	901
v/c Ratio	0.55	0.88	0.55	0.68	0.59	0.74
Control Delay	63.8	29.1	40.5	11.1	18.7	20.1
Queue Delay	0.8	0.0	0.0	0.0	0.5	0.3
Total Delay	64.5	29.1	40.5	11.1	19.2	20.4
Queue Length 50th (m)	42.3	33.1	90.8	15.7	63.0	86.2
Queue Length 95th (m)	57.9	67.0	126.9	62.9	21.6	25.4
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	305	612	1956	945	876	1842
Starvation Cap Reductn	0	0	0	0	212	345
Spillback Cap Reductn	33	0	7	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.85	0.55	0.68	0.51	0.60
Intersection Summary						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

Existing PM
12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	133	0	454	0	0	0	0	928	557	330	751	0
Future Volume (vph)	133	0	454	0	0	0	0	928	557	330	751	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1576					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1576					5142	1576	1628	3421	
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	153	0	522	0	0	0	0	1067	640	379	863	0
RTOR Reduction (vph)	0	0	349	0	0	0	0	0	346	0	0	0
Lane Group Flow (vph)	153	0	173	0	0	0	0	1067	294	341	901	0
Confl. Peds. (#/hr)			1	1			5		1	1		5
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	23.5		23.5					57.1	57.1	53.6	53.6	
Effective Green, g (s)	23.5		23.5					57.1	57.1	53.6	53.6	
Actuated g/C Ratio	0.16		0.16					0.38	0.38	0.36	0.36	
Clearance Time (s)	5.6		5.6					5.0	5.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	280		246					1957	599	581	1222	
v/s Ratio Prot	0.09							c0.21		0.21	c0.26	
v/s Ratio Perm			c0.11						0.19			
v/c Ratio	0.55		0.70					0.55	0.49	0.59	0.74	
Uniform Delay, d1	58.3		59.9					36.3	35.4	39.2	42.1	
Progression Factor	1.00		1.00					1.00	1.00	0.39	0.40	
Incremental Delay, d2	2.2		8.8					1.1	2.9	1.3	2.1	
Delay (s)	60.5		68.7					37.4	38.2	16.6	18.9	
Level of Service	E		E					D	D	B	B	
Approach Delay (s)		66.8			0.0			37.7			18.3	
Approach LOS		E			A			D			B	
Intersection Summary												
HCM 2000 Control Delay			36.5					HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		15.8		
Intersection Capacity Utilization			63.9%					ICU Level of Service		B		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

Existing PM
12-15-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	184	64	102	77	68	1351	112	1013	120
v/c Ratio	0.68	0.14	0.38	0.20	0.19	0.68	0.44	0.50	0.13
Control Delay	49.6	8.3	38.9	9.6	7.2	16.4	11.9	13.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.6	8.3	38.9	9.6	7.2	16.4	11.9	13.5	2.5
Queue Length 50th (m)	29.8	0.0	15.4	0.0	3.5	83.4	5.9	54.4	0.0
Queue Length 95th (m)	62.7	9.5	36.1	11.8	9.4	126.1	14.1	83.6	7.5
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	374	593	370	510	353	2757	253	2772	1201
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.11	0.28	0.15	0.19	0.49	0.44	0.37	0.10
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

Existing PM
12-15-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	27	62	54	45	75	66	1259	51	109	983	116
Future Volume (vph)	151	27	62	54	45	75	66	1259	51	109	983	116
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1799	1878		1826	1572	1788	3557		1789	3579	1527
Flt Permitted		0.69	1.00		0.68	1.00	0.22	1.00		0.12	1.00	1.00
Satd. Flow (perm)		1292	1878		1277	1572	412	3557		224	3579	1527
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	156	28	64	56	46	77	68	1298	53	112	1013	120
RTOR Reduction (vph)	0	0	51	0	0	61	0	3	0	0	0	53
Lane Group Flow (vph)	0	184	13	0	102	16	68	1348	0	112	1013	67
Confl. Peds. (#/hr)	6		10	10		6	12					12
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2			6		6
Actuated Green, G (s)		18.4	18.4		18.4	18.4	53.9	49.4		53.9	49.4	49.4
Effective Green, g (s)		18.4	18.4		18.4	18.4	53.9	49.4		53.9	49.4	49.4
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.61	0.56		0.61	0.56	0.56
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		268	390		265	327	321	1987		216	2000	853
v/s Ratio Prot							0.01	c0.38		c0.03	0.28	
v/s Ratio Perm		c0.14	0.01		0.08	0.01	0.12			0.29		0.04
v/c Ratio		0.69	0.03		0.38	0.05	0.21	0.68		0.52	0.51	0.08
Uniform Delay, d1		32.3	27.9		30.1	28.0	7.8	13.9		10.5	12.0	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		7.1	0.0		0.9	0.1	0.5	1.0		2.1	0.2	0.0
Delay (s)		39.5	27.9		31.1	28.1	8.3	14.9		12.6	12.2	9.0
Level of Service		D	C		C	C	A	B		B	B	A
Approach Delay (s)		36.5			29.8			14.6			11.9	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		16.1										
HCM 2000 Volume to Capacity ratio		0.67										
Actuated Cycle Length (s)		88.4								16.1		
Intersection Capacity Utilization		74.0%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

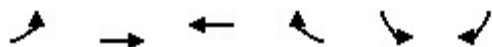
4: Taylor Way & Access

Existing PM
12-15-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	23	0	1485	1185	20
Future Volume (Veh/h)	0	23	0	1485	1185	20
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	25	0	1614	1288	22
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.83	0.78	0.78			
vC, conflicting volume	2106	655	1310			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	714	0	825			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	100			
cM capacity (veh/h)	304	842	623			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	25	807	807	859	451	
Volume Left	0	0	0	0	0	
Volume Right	25	0	0	0	22	
cSH	842	1700	1700	1700	1700	
Volume to Capacity	0.03	0.47	0.47	0.51	0.27	
Queue Length 95th (m)	0.7	0.0	0.0	0.0	0.0	
Control Delay (s)	9.4	0.0	0.0	0.0	0.0	
Lane LOS	A					
Approach Delay (s)	9.4	0.0		0.0		
Approach LOS	A					
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		44.4%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

Existing PM
12-15-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	219	206	21	21	4
Future Volume (Veh/h)	4	219	206	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	252	237	24	24	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			59			
pX, platoon unblocked	1.00				1.00	1.00
vC, conflicting volume	262				512	250
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	259				510	247
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1301				520	789
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	257	261	29			
Volume Left	5	0	24			
Volume Right	0	24	5			
cSH	1301	1700	552			
Volume to Capacity	0.00	0.15	0.05			
Queue Length 95th (m)	0.1	0.0	1.3			
Control Delay (s)	0.2	0.0	11.9			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	11.9			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		24.7%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

2030 Background AM
12-23-2025

								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	164	250	414	118	331	688	745	222
v/c Ratio	0.21	1.04	1.00dl	0.31	0.46	0.46	0.88	0.45
Control Delay	8.6	129.4	77.6	2.1	5.1	2.6	67.9	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.5	0.0	0.0
Total Delay	8.6	129.4	77.6	2.1	6.0	3.1	67.9	18.7
Queue Length 50th (m)	7.9	~87.8	66.7	0.0	1.8	2.1	113.3	16.3
Queue Length 95th (m)	21.7	#148.1	#92.4	0.0	m4.3	m2.9	#144.5	41.5
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	792	240	494	383	727	1506	847	490
Starvation Cap Reductn	0	0	0	0	187	401	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	1.04	0.84	0.31	0.61	0.62	0.88	0.45

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2030 Background AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	156	475	156	112	533	435	0	0	708	211
Future Volume (vph)	0	0	156	475	156	112	533	435	0	0	708	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.91	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3308	1449	1628	3372			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3308	1449	1628	3372			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	164	500	164	118	561	458	0	0	745	222
RTOR Reduction (vph)	0	0	65	0	0	100	0	0	0	0	0	118
Lane Group Flow (vph)	0	0	99	250	414	18	331	688	0	0	745	104
Confl. Peds. (#/hr)	24					24	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			67.0	22.4	22.4	22.4	67.0	67.0			35.5	35.5
Effective Green, g (s)			67.0	22.4	22.4	22.4	67.0	67.0			35.5	35.5
Actuated g/C Ratio			0.45	0.15	0.15	0.15	0.45	0.45			0.24	0.24
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			727	240	493	216	727	1506			847	372
v/s Ratio Prot				c0.16	0.13		0.20	c0.20			c0.21	
v/s Ratio Perm			0.06			0.01						0.07
v/c Ratio			0.14	1.04	1.00dl	0.08	0.46	0.46			0.88	0.28
Uniform Delay, d1			24.5	63.8	62.1	54.9	28.8	28.9			55.2	46.8
Progression Factor			1.00	1.00	1.00	1.00	0.13	0.07			1.00	1.00
Incremental Delay, d2			0.1	69.4	11.9	0.2	0.3	0.1			10.3	0.4
Delay (s)			24.5	133.2	74.0	55.1	4.1	2.1			65.5	47.2
Level of Service			C	F	E	E	A	A			E	D
Approach Delay (s)		24.5			90.1			2.8			61.3	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			46.6									
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			72.0%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2030 Background AM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	819	831	441	417	1048
v/c Ratio	0.58	1.20	0.87	0.67	0.54	0.64
Control Delay	63.9	130.5	69.6	10.0	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	3.6	2.6
Total Delay	63.9	130.5	69.6	10.0	9.4	8.0
Queue Length 50th (m)	51.7	~192.2	88.9	0.0	13.2	16.7
Queue Length 95th (m)	77.7	#270.9	105.4	31.8	m17.2	m21.1
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	326	681	959	657	779	1637
Starvation Cap Reductn	0	0	0	0	266	448
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.20	0.87	0.67	0.81	0.88
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2030 Background AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	0	778	0	0	0	0	789	419	440	952	0
Future Volume (vph)	179	0	778	0	0	0	0	789	419	440	952	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	188	0	819	0	0	0	0	831	441	463	1002	0
RTOR Reduction (vph)	0	0	328	0	0	0	0	0	359	0	0	0
Lane Group Flow (vph)	188	0	491	0	0	0	0	831	82	417	1048	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	27.4		27.4					28.0	28.0	71.8	71.8	
Effective Green, g (s)	27.4		27.4					28.0	28.0	71.8	71.8	
Actuated g/C Ratio	0.18		0.18					0.19	0.19	0.48	0.48	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	326		354					959	298	779	1637	
v/s Ratio Prot	0.11							c0.16		0.26	c0.31	
v/s Ratio Perm			c0.25						0.05			
v/c Ratio	0.58		1.39					0.87	0.28	0.54	0.64	
Uniform Delay, d1	56.0		61.3					59.2	52.3	27.4	29.4	
Progression Factor	1.00		1.00					1.00	1.00	0.15	0.14	
Incremental Delay, d2	2.5		191.1					8.3	0.5	0.4	0.5	
Delay (s)	58.5		252.4					67.5	52.8	4.6	4.7	
Level of Service	E		F					E	D	A	A	
Approach Delay (s)		216.2			0.0			62.4			4.7	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			81.2					HCM 2000 Level of Service		F		
HCM 2000 Volume to Capacity ratio			0.96									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			75.1%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

									
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	218	11	103	123	63	1008	177	1446	185
v/c Ratio	0.73	0.02	0.37	0.27	0.29	0.60	0.50	0.74	0.20
Control Delay	48.9	0.1	36.2	7.4	11.5	19.8	12.3	20.5	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.9	0.1	36.2	7.4	11.5	19.8	12.3	20.5	4.4
Queue Length 50th (m)	38.2	0.0	16.4	0.0	3.8	64.4	11.3	104.5	3.4
Queue Length 95th (m)	66.3	0.0	32.6	13.1	10.1	104.9	24.5	157.6	15.1
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	475	658	436	656	221	2155	426	2384	1079
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.02	0.24	0.19	0.29	0.47	0.42	0.61	0.17
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Background AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	32	10	57	41	117	60	916	42	168	1374	176
Future Volume (vph)	175	32	10	57	41	117	60	916	42	168	1374	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1796	1572		1826	1567	1789	3551		1789	3579	1551
Flt Permitted		0.69	1.00		0.63	1.00	0.10	1.00		0.17	1.00	1.00
Satd. Flow (perm)		1290	1572		1182	1567	184	3551		327	3579	1551
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	184	34	11	60	43	123	63	964	44	177	1446	185
RTOR Reduction (vph)	0	0	8	0	0	94	0	3	0	0	0	67
Lane Group Flow (vph)	0	218	3	0	103	29	63	1005	0	177	1446	118
Confl. Peds. (#/hr)	8		5	5		8	5		4	4		5
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		21.2	21.2		21.2	21.2	49.1	44.4		58.7	49.2	49.2
Effective Green, g (s)		21.2	21.2		21.2	21.2	49.1	44.4		58.7	49.2	49.2
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.54	0.49		0.64	0.54	0.54
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		299	365		274	364	181	1728		362	1930	836
v/s Ratio Prot							0.02	0.28		c0.05	c0.40	
v/s Ratio Perm		c0.17	0.00		0.09	0.02	0.17			0.26		0.08
v/c Ratio		0.73	0.01		0.38	0.08	0.35	0.58		0.49	0.75	0.14
Uniform Delay, d1		32.3	26.9		29.4	27.4	13.0	16.8		9.4	16.2	10.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		8.6	0.0		0.9	0.1	1.6	0.6		1.0	1.6	0.1
Delay (s)		40.9	26.9		30.3	27.5	14.5	17.3		10.5	17.9	10.5
Level of Service		D	C		C	C	B	B		B	B	B
Approach Delay (s)		40.3			28.8			17.2			16.4	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		19.1										
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		91.2								16.1		
Intersection Capacity Utilization		75.1%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

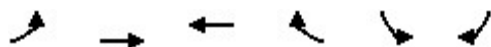
4: Taylor Way & Access

2030 Background AM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	18	0	1208	1699	31
Future Volume (Veh/h)	0	18	0	1208	1699	31
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	20	0	1313	1847	34
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.87	0.77	0.77			
vC, conflicting volume	2520	940	1881			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1415	332	1550			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	112	512	327			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	20	656	656	1231	650	
Volume Left	0	0	0	0	0	
Volume Right	20	0	0	0	34	
cSH	512	1700	1700	1700	1700	
Volume to Capacity	0.04	0.39	0.39	0.72	0.38	
Queue Length 95th (m)	0.9	0.0	0.0	0.0	0.0	
Control Delay (s)	12.3	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.3	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			58.0%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2030 Background AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	196	255	21	21	4
Future Volume (Veh/h)	4	196	255	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	236	307	25	25	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh						
Upstream signal (m)			64			
pX, platoon unblocked	1.00				1.00	1.00
vC, conflicting volume	333				566	320
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	328				563	316
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1225				483	721
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	241	332	30			
Volume Left	5	0	25			
Volume Right	0	25	5			
cSH	1225	1700	511			
Volume to Capacity	0.00	0.20	0.06			
Queue Length 95th (m)	0.1	0.0	1.4			
Control Delay (s)	0.2	0.0	12.5			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.5			
Approach LOS			B			
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		24.7%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

2030 Background PM
12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	124	269	367	104	380	783	521	144
v/c Ratio	0.15	0.85	0.57	0.23	0.51	0.51	0.87	0.36
Control Delay	3.9	77.9	54.9	1.2	4.6	2.1	72.5	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.8	0.4	0.0	0.0
Total Delay	3.9	77.9	54.9	1.2	5.3	2.5	72.5	7.3
Queue Length 50th (m)	0.0	79.6	51.0	0.0	1.6	1.9	74.8	0.0
Queue Length 95th (m)	10.8	#129.8	68.4	0.0	m3.5	1.7	#102.6	13.3
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	812	318	647	457	744	1529	600	397
Starvation Cap Reductn	0	0	0	0	141	298	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.85	0.57	0.23	0.63	0.64	0.87	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2030 Background PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	118	511	93	99	722	383	0	0	495	137
Future Volume (vph)	0	0	118	511	93	99	722	383	0	0	495	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.94	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3307	1472	1628	3347			3579	1552
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3307	1472	1628	3347			3579	1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	124	538	98	104	760	403	0	0	521	144
RTOR Reduction (vph)	0	0	67	0	0	84	0	0	0	0	0	120
Lane Group Flow (vph)	0	0	57	269	367	20	380	783	0	0	521	24
Confl. Peds. (#/hr)	16					16	5		1	1		5
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			64.0	27.4	27.4	27.4	64.0	64.0			23.5	23.5
Effective Green, g (s)			64.0	27.4	27.4	27.4	64.0	64.0			23.5	23.5
Actuated g/C Ratio			0.46	0.20	0.20	0.20	0.46	0.46			0.17	0.17
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			744	318	647	288	744	1530			600	260
v/s Ratio Prot				c0.17	0.11		0.23	c0.23			c0.15	
v/s Ratio Perm			0.03			0.01						0.02
v/c Ratio			0.08	0.85	0.57	0.07	0.51	0.51			0.87	0.09
Uniform Delay, d1			21.4	54.3	50.9	45.9	26.9	26.9			56.7	49.2
Progression Factor			1.00	1.00	1.00	1.00	0.12	0.05			1.00	1.00
Incremental Delay, d2			0.0	18.3	1.1	0.1	0.3	0.2			12.7	0.2
Delay (s)			21.4	72.6	52.1	46.0	3.5	1.6			69.4	49.4
Level of Service			C	E	D	D	A	A			E	D
Approach Delay (s)		21.4			58.7			2.2			65.1	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			34.1									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			140.0								36.7	
Intersection Capacity Utilization			69.8%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2030 Background PM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	504	1031	618	329	871
v/c Ratio	0.60	0.79	0.85	0.76	0.44	0.55
Control Delay	67.5	15.5	59.0	11.5	4.1	3.8
Queue Delay	0.0	0.0	0.0	0.0	1.6	0.9
Total Delay	67.5	15.5	59.0	11.5	5.7	4.7
Queue Length 50th (m)	38.8	3.9	100.7	7.2	6.4	8.4
Queue Length 95th (m)	61.7	43.4	118.2	49.7	m10.2	12.6
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	247	638	1212	818	753	1583
Starvation Cap Reductn	0	0	0	0	259	404
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.79	0.85	0.76	0.67	0.74
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2030 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	479	0	0	0	0	979	587	348	792	0
Future Volume (vph)	140	0	479	0	0	0	0	979	587	348	792	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	0	504	0	0	0	0	1031	618	366	834	0
RTOR Reduction (vph)	0	0	420	0	0	0	0	0	447	0	0	0
Lane Group Flow (vph)	147	0	84	0	0	0	0	1031	171	329	871	0
Confl. Peds. (#/hr)			1	1			5		1	1		5
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	19.4		19.4					33.0	33.0	64.8	64.8	
Effective Green, g (s)	19.4		19.4					33.0	33.0	64.8	64.8	
Actuated g/C Ratio	0.14		0.14					0.24	0.24	0.46	0.46	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	247		218					1212	371	753	1583	
v/s Ratio Prot	c0.08							c0.20		0.20	c0.25	
v/s Ratio Perm			0.05						0.11			
v/c Ratio	0.60		0.38					0.85	0.46	0.44	0.55	
Uniform Delay, d1	56.6		54.9					51.1	45.9	25.3	27.1	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.10	
Incremental Delay, d2	3.8		1.1					5.9	0.9	0.3	0.3	
Delay (s)	60.4		56.0					57.1	46.8	3.1	3.1	
Level of Service	E		E					E	D	A	A	
Approach Delay (s)		57.0			0.0			53.2			3.1	
Approach LOS		E			A			D			A	
Intersection Summary												
HCM 2000 Control Delay			36.7					HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			72.7%					ICU Level of Service		C		
Analysis Period (min)			15									
c Critical Lane Group												

									
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	193	67	107	81	71	1425	119	1069	126
v/c Ratio	0.72	0.15	0.43	0.21	0.21	0.76	0.48	0.51	0.14
Control Delay	52.8	8.4	40.7	9.1	8.2	21.4	16.0	14.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.8	8.4	40.7	9.1	8.2	21.4	16.0	14.3	2.5
Queue Length 50th (m)	35.0	0.0	18.1	0.0	4.0	100.6	6.8	62.1	0.0
Queue Length 95th (m)	62.4	10.0	36.0	11.8	10.1	158.1	21.3	93.5	8.1
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	397	628	366	541	336	2255	300	2447	1073
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.11	0.29	0.15	0.21	0.63	0.40	0.44	0.12
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	159	28	65	57	47	79	69	1328	54	115	1037	122
Future Volume (vph)	159	28	65	57	47	79	69	1328	54	115	1037	122
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1798	1874		1824	1572	1788	3557		1789	3579	1520
Flt Permitted		0.69	1.00		0.63	1.00	0.22	1.00		0.09	1.00	1.00
Satd. Flow (perm)		1284	1874		1185	1572	408	3557		162	3579	1520
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	164	29	67	59	48	81	71	1369	56	119	1069	126
RTOR Reduction (vph)	0	0	53	0	0	64	0	2	0	0	0	53
Lane Group Flow (vph)	0	193	14	0	107	17	71	1423	0	119	1069	73
Confl. Peds. (#/hr)	6		11	11		6	13					13
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		19.8	19.8		19.8	19.8	56.3	51.6		63.3	55.1	55.1
Effective Green, g (s)		19.8	19.8		19.8	19.8	56.3	51.6		63.3	55.1	55.1
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.59	0.54		0.66	0.58	0.58
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		265	387		245	325	307	1917		246	2060	875
v/s Ratio Prot							0.01	c0.40		c0.04	c0.30	
v/s Ratio Perm		c0.15	0.01		0.09	0.01	0.12			0.28		0.05
v/c Ratio		0.73	0.04		0.44	0.05	0.23	0.74		0.48	0.52	0.08
Uniform Delay, d1		35.4	30.3		33.1	30.4	9.0	16.9		12.9	12.3	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		9.6	0.0		1.2	0.1	0.5	1.7		1.5	0.2	0.0
Delay (s)		45.0	30.4		34.3	30.5	9.6	18.6		14.4	12.5	9.1
Level of Service		D	C		C	C	A	B		B	B	A
Approach Delay (s)		41.2			32.7			18.2			12.3	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		18.5										
HCM 2000 Volume to Capacity ratio		0.71										
Actuated Cycle Length (s)		95.7								16.1		
Intersection Capacity Utilization		76.9%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

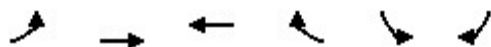
4: Taylor Way & Access

2030 Background PM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	24	0	1566	1250	21
Future Volume (Veh/h)	0	24	0	1566	1250	21
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	26	0	1702	1359	23
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.77	0.82	0.82			
vC, conflicting volume	2222	691	1382			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	933	185	1028			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	203	677	551			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	26	851	851	906	476	
Volume Left	0	0	0	0	0	
Volume Right	26	0	0	0	23	
cSH	677	1700	1700	1700	1700	
Volume to Capacity	0.04	0.50	0.50	0.53	0.28	
Queue Length 95th (m)	0.9	0.0	0.0	0.0	0.0	
Control Delay (s)	10.5	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	10.5	0.0		0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			46.6%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2030 Background PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	231	217	21	21	4
Future Volume (Veh/h)	4	231	217	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	266	249	24	24	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	274				538	262
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265				531	253
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1288				503	779
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	271	273	29			
Volume Left	5	0	24			
Volume Right	0	24	5			
cSH	1288	1700	535			
Volume to Capacity	0.00	0.16	0.05			
Queue Length 95th (m)	0.1	0.0	1.3			
Control Delay (s)	0.2	0.0	12.1			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		25.4%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

2030 Total AM
12-23-2025

								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	164	254	418	118	335	694	754	222
v/c Ratio	0.21	1.06	1.01dl	0.31	0.46	0.46	0.89	0.45
Control Delay	8.6	133.4	78.4	2.1	5.5	2.8	69.0	18.7
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0
Total Delay	8.6	133.4	78.4	2.1	6.5	3.3	69.0	18.7
Queue Length 50th (m)	7.9	~90.5	67.4	0.0	2.0	2.1	115.1	16.3
Queue Length 95th (m)	21.7	#151.5	#94.1	0.0	m4.9	m3.0	#147.5	41.5
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	792	240	494	383	727	1506	847	490
Starvation Cap Reductn	0	0	0	0	187	401	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	1.06	0.85	0.31	0.62	0.63	0.89	0.45

Intersection Summary

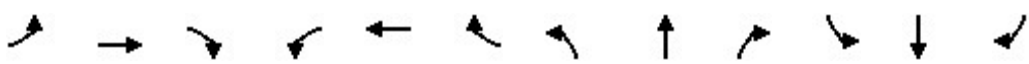
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2030 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↗	↗↗	↗	↗	↗↗			↗↗	↗
Traffic Volume (vph)	0	0	156	483	156	112	539	439	0	0	716	211
Future Volume (vph)	0	0	156	483	156	112	539	439	0	0	716	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.91	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3307	1449	1628	3372			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3307	1449	1628	3372			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	164	508	164	118	567	462	0	0	754	222
RTOR Reduction (vph)	0	0	65	0	0	100	0	0	0	0	0	118
Lane Group Flow (vph)	0	0	99	254	418	18	335	694	0	0	754	104
Confl. Peds. (#/hr)	24					24	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			67.0	22.4	22.4	22.4	67.0	67.0			35.5	35.5
Effective Green, g (s)			67.0	22.4	22.4	22.4	67.0	67.0			35.5	35.5
Actuated g/C Ratio			0.45	0.15	0.15	0.15	0.45	0.45			0.24	0.24
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			727	240	493	216	727	1506			847	372
v/s Ratio Prot				c0.16	0.13		0.21	c0.21			c0.21	
v/s Ratio Perm			0.06			0.01						0.07
v/c Ratio			0.14	1.06	1.01dl	0.08	0.46	0.46			0.89	0.28
Uniform Delay, d1			24.5	63.8	62.1	54.9	28.9	28.9			55.4	46.8
Progression Factor			1.00	1.00	1.00	1.00	0.15	0.08			1.00	1.00
Incremental Delay, d2			0.1	74.3	12.8	0.2	0.3	0.1			11.5	0.4
Delay (s)			24.5	138.1	74.9	55.1	4.6	2.3			66.9	47.2
Level of Service			C	F	E	E	A	A			E	D
Approach Delay (s)		24.5			92.3			3.0			62.4	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			47.6									
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			72.6%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2030 Total AM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	188	829	841	447	417	1065
v/c Ratio	0.58	1.22	0.88	0.68	0.54	0.65
Control Delay	63.9	138.2	70.5	10.0	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	3.8	2.9
Total Delay	63.9	138.2	70.5	10.0	9.5	8.2
Queue Length 50th (m)	51.7	~200.0	90.1	0.0	13.0	16.8
Queue Length 95th (m)	77.7	#278.7	#108.1	31.9	m16.9	m21.1
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	326	679	959	662	779	1637
Starvation Cap Reductn	0	0	0	0	270	443
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	1.22	0.88	0.68	0.82	0.89

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2030 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	0	788	0	0	0	0	799	425	440	968	0
Future Volume (vph)	179	0	788	0	0	0	0	799	425	440	968	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	188	0	829	0	0	0	0	841	447	463	1019	0
RTOR Reduction (vph)	0	0	325	0	0	0	0	0	364	0	0	0
Lane Group Flow (vph)	188	0	504	0	0	0	0	841	83	417	1065	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	27.4		27.4					28.0	28.0	71.8	71.8	
Effective Green, g (s)	27.4		27.4					28.0	28.0	71.8	71.8	
Actuated g/C Ratio	0.18		0.18					0.19	0.19	0.48	0.48	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	326		354					959	298	779	1637	
v/s Ratio Prot	0.11							c0.16		0.26	c0.31	
v/s Ratio Perm			c0.26						0.05			
v/c Ratio	0.58		1.42					0.88	0.28	0.54	0.65	
Uniform Delay, d1	56.0		61.3					59.3	52.3	27.4	29.6	
Progression Factor	1.00		1.00					1.00	1.00	0.15	0.14	
Incremental Delay, d2	2.5		206.1					9.1	0.5	0.4	0.5	
Delay (s)	58.5		267.4					68.4	52.9	4.6	4.7	
Level of Service	E		F					E	D	A	A	
Approach Delay (s)		228.8			0.0			63.0			4.7	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			84.7					HCM 2000 Level of Service		F		
HCM 2000 Volume to Capacity ratio			0.97									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			76.1%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2030 Total AM
12-23-2025

	→	↘	←	↖	↙	↑	↗	↓	↘
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	236	16	105	123	74	1008	177	1452	185
v/c Ratio	0.75	0.03	0.37	0.26	0.36	0.61	0.51	0.75	0.20
Control Delay	50.6	0.1	36.0	7.2	13.9	20.6	13.0	21.1	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	50.6	0.1	36.0	7.2	13.9	20.6	13.0	21.1	4.5
Queue Length 50th (m)	43.0	0.0	17.2	0.0	4.9	69.2	12.4	111.7	3.6
Queue Length 95th (m)	72.7	0.0	33.5	13.1	11.6	104.9	24.5	157.3	14.9
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	464	647	417	645	207	2108	415	2360	1069
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.02	0.25	0.19	0.36	0.48	0.43	0.62	0.17
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Total AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	33	15	57	43	117	70	916	42	168	1379	176
Future Volume (vph)	191	33	15	57	43	117	70	916	42	168	1379	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1796	1572		1828	1567	1789	3551		1789	3579	1551
Flt Permitted		0.69	1.00		0.61	1.00	0.10	1.00		0.17	1.00	1.00
Satd. Flow (perm)		1284	1572		1154	1567	179	3551		319	3579	1551
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	35	16	60	45	123	74	964	44	177	1452	185
RTOR Reduction (vph)	0	0	12	0	0	93	0	3	0	0	0	67
Lane Group Flow (vph)	0	236	4	0	105	30	74	1005	0	177	1452	118
Confl. Peds. (#/hr)	8		5	5		8	5		4	4		5
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		22.6	22.6		22.6	22.6	49.2	44.8		59.6	50.0	50.0
Effective Green, g (s)		22.6	22.6		22.6	22.6	49.2	44.8		59.6	50.0	50.0
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.53	0.48		0.64	0.54	0.54
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		311	381		280	380	170	1708		355	1922	832
v/s Ratio Prot							0.02	0.28		c0.05	c0.41	
v/s Ratio Perm		c0.18	0.00		0.09	0.02	0.21			0.27		0.08
v/c Ratio		0.76	0.01		0.38	0.08	0.44	0.59		0.50	0.76	0.14
Uniform Delay, d1		32.7	26.8		29.4	27.2	13.9	17.5		10.0	16.8	10.8
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		10.2	0.0		0.8	0.1	2.4	0.6		1.1	1.7	0.1
Delay (s)		42.9	26.8		30.2	27.3	16.4	18.1		11.1	18.5	10.9
Level of Service		D	C		C	C	B	B		B	B	B
Approach Delay (s)		41.9			28.6			18.0			17.0	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		20.0										
HCM 2000 Volume to Capacity ratio		0.76										
Actuated Cycle Length (s)		93.1								16.1		
Intersection Capacity Utilization		76.1%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

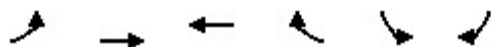
4: Taylor Way & Access

2030 Total AM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	23	0	1224	1699	57
Future Volume (Veh/h)	0	23	0	1224	1699	57
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	25	0	1330	1847	62
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.87	0.77	0.77			
vC, conflicting volume	2543	954	1909			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1421	331	1576			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	110	510	317			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	25	665	665	1231	678	
Volume Left	0	0	0	0	0	
Volume Right	25	0	0	0	62	
cSH	510	1700	1700	1700	1700	
Volume to Capacity	0.05	0.39	0.39	0.72	0.40	
Queue Length 95th (m)	1.2	0.0	0.0	0.0	0.0	
Control Delay (s)	12.4	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.4	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			58.8%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2030 Total AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	196	255	33	43	5
Future Volume (Veh/h)	6	196	255	33	43	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	7	225	293	38	49	6
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			64			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	332				552	313
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	320				542	300
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				90	99
cM capacity (veh/h)	1226				493	731
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	232	331	55			
Volume Left	7	0	49			
Volume Right	0	38	6			
cSH	1226	1700	511			
Volume to Capacity	0.01	0.19	0.11			
Queue Length 95th (m)	0.1	0.0	2.7			
Control Delay (s)	0.3	0.0	12.9			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	12.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization		25.4%		ICU Level of Service	A	
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

2030 Total PM
12-23-2025

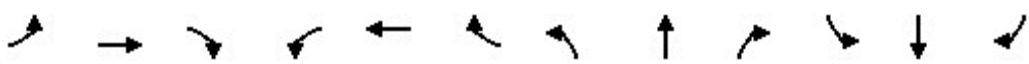
								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	124	272	370	104	387	796	526	144
v/c Ratio	0.15	0.89	0.59	0.23	0.51	0.51	0.88	0.36
Control Delay	3.8	85.0	56.4	1.2	3.9	1.4	73.3	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.7	0.3	0.0	0.0
Total Delay	3.8	85.0	56.4	1.2	4.6	1.8	73.3	7.3
Queue Length 50th (m)	0.0	81.5	52.0	0.0	1.8	1.9	75.7	0.0
Queue Length 95th (m)	10.7	#136.0	69.5	0.0	m5.1	0.0	#104.2	13.3
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	823	306	623	448	755	1553	600	397
Starvation Cap Reductn	0	0	0	0	133	283	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.89	0.59	0.23	0.62	0.63	0.88	0.36
Intersection Summary								
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.								
m Volume for 95th percentile queue is metered by upstream signal.								

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2030 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↗	↕	↗	↗	↕			↕	↗
Traffic Volume (vph)	0	0	118	517	93	99	736	388	0	0	500	137
Future Volume (vph)	0	0	118	517	93	99	736	388	0	0	500	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.94	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3306	1472	1628	3346			3579	1552
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3306	1472	1628	3346			3579	1552
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	124	544	98	104	775	408	0	0	526	144
RTOR Reduction (vph)	0	0	66	0	0	84	0	0	0	0	0	120
Lane Group Flow (vph)	0	0	58	272	370	20	387	796	0	0	526	24
Confl. Peds. (#/hr)	16					16	5		1	1		5
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			65.0	26.4	26.4	26.4	65.0	65.0			23.5	23.5
Effective Green, g (s)			65.0	26.4	26.4	26.4	65.0	65.0			23.5	23.5
Actuated g/C Ratio			0.46	0.19	0.19	0.19	0.46	0.46			0.17	0.17
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			756	306	623	277	755	1553			600	260
v/s Ratio Prot				c0.17	0.11		0.24	c0.24			c0.15	
v/s Ratio Perm			0.04			0.01						0.02
v/c Ratio			0.08	0.89	0.59	0.07	0.51	0.51			0.88	0.09
Uniform Delay, d1			20.8	55.4	51.9	46.7	26.4	26.4			56.8	49.2
Progression Factor			1.00	1.00	1.00	1.00	0.09	0.03			1.00	1.00
Incremental Delay, d2			0.0	25.3	1.5	0.1	0.3	0.2			13.6	0.2
Delay (s)			20.9	80.6	53.4	46.8	2.8	0.9			70.4	49.4
Level of Service			C	F	D	D	A	A			E	D
Approach Delay (s)		20.9			62.4			1.5			65.9	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			34.9									
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			140.0								36.7	
Intersection Capacity Utilization			70.5%									
Analysis Period (min)			15									
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2030 Total PM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	147	512	1051	633	329	883
v/c Ratio	0.63	0.80	0.82	0.77	0.44	0.57
Control Delay	70.2	15.2	55.6	12.8	4.2	3.9
Queue Delay	0.0	0.0	0.0	0.0	1.8	1.0
Total Delay	70.2	15.2	55.6	12.8	6.0	4.9
Queue Length 50th (m)	39.1	2.2	101.1	12.4	6.4	8.6
Queue Length 95th (m)	62.2	41.5	118.3	59.9	m10.0	m12.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	235	644	1285	826	741	1558
Starvation Cap Reductn	0	0	0	0	257	396
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.80	0.82	0.77	0.68	0.76
Intersection Summary						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2030 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	140	0	486	0	0	0	0	998	601	348	804	0
Future Volume (vph)	140	0	486	0	0	0	0	998	601	348	804	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	147	0	512	0	0	0	0	1051	633	366	846	0
RTOR Reduction (vph)	0	0	437	0	0	0	0	0	432	0	0	0
Lane Group Flow (vph)	147	0	75	0	0	0	0	1051	201	329	883	0
Confl. Peds. (#/hr)			1	1			5		1	1		5
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	18.4		18.4					35.0	35.0	63.8	63.8	
Effective Green, g (s)	18.4		18.4					35.0	35.0	63.8	63.8	
Actuated g/C Ratio	0.13		0.13					0.25	0.25	0.46	0.46	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	235		207					1285	394	741	1558	
v/s Ratio Prot	c0.08							c0.20		0.20	c0.26	
v/s Ratio Perm			0.05						0.13			
v/c Ratio	0.63		0.36					0.82	0.51	0.44	0.57	
Uniform Delay, d1	57.5		55.5					49.5	45.1	26.0	28.0	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.10	
Incremental Delay, d2	5.1		1.1					4.2	1.1	0.3	0.3	
Delay (s)	62.7		56.5					53.7	46.2	3.2	3.2	
Level of Service	E		E					D	D	A	A	
Approach Delay (s)		57.9			0.0			50.9			3.2	
Approach LOS		E			A			D			A	
Intersection Summary												
HCM 2000 Control Delay			35.9					HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			73.9%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2030 Total PM
12-23-2025

	→	↘	←	↖	↙	↑	↗	↓	↘
Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	229	75	110	81	82	1425	119	1077	126
v/c Ratio	0.77	0.15	0.42	0.19	0.26	0.78	0.51	0.53	0.14
Control Delay	54.7	9.4	38.8	8.5	9.7	24.1	19.6	16.1	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	9.4	38.8	8.5	9.7	24.1	19.6	16.1	2.8
Queue Length 50th (m)	43.7	0.6	19.1	0.0	5.4	113.0	8.0	70.3	0.0
Queue Length 95th (m)	72.8	11.6	36.1	11.5	12.1	164.7	24.2	99.1	8.5
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	407	645	363	556	319	2099	282	2276	1007
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.12	0.30	0.15	0.26	0.68	0.42	0.47	0.13
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Total PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	31	73	57	49	79	80	1328	54	115	1045	122
Future Volume (vph)	191	31	73	57	49	79	80	1328	54	115	1045	122
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1797	1873		1826	1571	1788	3557		1789	3579	1518
Flt Permitted		0.68	1.00		0.61	1.00	0.21	1.00		0.08	1.00	1.00
Satd. Flow (perm)		1275	1873		1137	1571	390	3557		147	3579	1518
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	197	32	75	59	51	81	82	1369	56	119	1077	126
RTOR Reduction (vph)	0	0	55	0	0	62	0	2	0	0	0	56
Lane Group Flow (vph)	0	229	20	0	110	19	82	1423	0	119	1077	70
Confl. Peds. (#/hr)	6		11	11		6	13					13
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		22.8	22.8		22.8	22.8	56.4	51.6		63.6	55.2	55.2
Effective Green, g (s)		22.8	22.8		22.8	22.8	56.4	51.6		63.6	55.2	55.2
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.57	0.52		0.64	0.56	0.56
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		293	431		262	362	290	1855		233	1997	847
v/s Ratio Prot							0.01	c0.40		c0.04	c0.30	
v/s Ratio Perm		c0.18	0.01		0.10	0.01	0.15			0.28		0.05
v/c Ratio		0.78	0.05		0.42	0.05	0.28	0.77		0.51	0.54	0.08
Uniform Delay, d1		35.7	29.6		32.4	29.6	10.3	18.9		14.7	13.8	10.1
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		12.7	0.0		1.1	0.1	0.7	2.1		1.9	0.3	0.0
Delay (s)		48.4	29.6		33.5	29.7	11.1	20.9		16.5	14.1	10.2
Level of Service		D	C		C	C	B	C		B	B	B
Approach Delay (s)		43.8			31.9			20.4			13.9	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay		20.6										
HCM 2000 Volume to Capacity ratio		0.75										
Actuated Cycle Length (s)		98.9								16.1		
Intersection Capacity Utilization		78.2%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: Taylor Way & Access

2030 Total PM

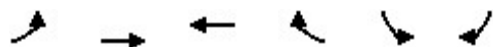
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	0	1598	1250	39
Future Volume (Veh/h)	0	32	0	1598	1250	39
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	35	0	1737	1359	42
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.76	0.81	0.81			
vC, conflicting volume	2248	700	1401			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	911	176	1036			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	208	681	543			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	35	868	868	906	495	
Volume Left	0	0	0	0	0	
Volume Right	35	0	0	0	42	
cSH	681	1700	1700	1700	1700	
Volume to Capacity	0.05	0.51	0.51	0.53	0.29	
Queue Length 95th (m)	1.2	0.0	0.0	0.0	0.0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay	0.1					
Intersection Capacity Utilization	47.5%			ICU Level of Service	A	
Analysis Period (min)	15					

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

2030 Total PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	231	217	34	64	7
Future Volume (Veh/h)	6	231	217	34	64	7
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	7	266	249	39	74	8
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	289				550	270
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	272				536	253
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				85	99
cM capacity (veh/h)	1272				495	775
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	273	288	82			
Volume Left	7	0	74			
Volume Right	0	39	8			
cSH	1272	1700	513			
Volume to Capacity	0.01	0.17	0.16			
Queue Length 95th (m)	0.1	0.0	4.3			
Control Delay (s)	0.3	0.0	13.3			
Lane LOS	A		B			
Approach Delay (s)	0.3	0.0	13.3			
Approach LOS			B			
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			27.6%	ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

2035 Background AM
12-23-2025

								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	173	262	436	124	349	724	784	234
v/c Ratio	0.22	1.09	1.05dl	0.32	0.50	0.50	0.88	0.46
Control Delay	9.8	142.0	82.3	2.2	5.7	2.9	66.0	19.5
Queue Delay	0.0	0.0	0.0	0.0	1.1	0.6	0.0	0.0
Total Delay	9.8	142.0	82.3	2.2	6.7	3.4	66.0	19.5
Queue Length 50th (m)	9.7	~96.0	70.8	0.0	2.1	2.4	118.7	19.0
Queue Length 95th (m)	24.7	#157.6	#100.6	0.0	m4.9	m3.4	#149.8	44.7
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	772	240	494	382	705	1461	894	509
Starvation Cap Reductn	0	0	0	0	166	356	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.09	0.88	0.32	0.65	0.66	0.88	0.46

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2035 Background AM

12-23-2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↶	↶	↶↷	↶	↶	↶↷			↷↶	↶
Traffic Volume (vph)	0	0	164	499	164	118	561	458	0	0	745	222
Future Volume (vph)	0	0	164	499	164	118	561	458	0	0	745	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.90	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3308	1438	1628	3372			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3308	1438	1628	3372			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	173	525	173	124	591	482	0	0	784	234
RTOR Reduction (vph)	0	0	66	0	0	105	0	0	0	0	0	116
Lane Group Flow (vph)	0	0	107	262	436	19	349	724	0	0	784	119
Confl. Peds. (#/hr)	26					26	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			65.0	22.4	22.4	22.4	65.0	65.0			37.5	37.5
Effective Green, g (s)			65.0	22.4	22.4	22.4	65.0	65.0			37.5	37.5
Actuated g/C Ratio			0.43	0.15	0.15	0.15	0.43	0.43			0.25	0.25
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			705	240	493	214	705	1461			894	394
v/s Ratio Prot				c0.16	0.13		0.21	c0.21			c0.22	
v/s Ratio Perm			0.07			0.01						0.08
v/c Ratio			0.15	1.09	1.05dl	0.09	0.50	0.50			0.88	0.30
Uniform Delay, d1			25.8	63.8	62.5	55.0	30.7	30.7			54.0	45.6
Progression Factor			1.00	1.00	1.00	1.00	0.14	0.07			1.00	1.00
Incremental Delay, d2			0.1	84.7	17.0	0.2	0.3	0.1			9.7	0.4
Delay (s)			25.9	148.5	79.5	55.2	4.6	2.4			63.7	46.0
Level of Service			C	F	E	E	A	A			E	D
Approach Delay (s)		25.9			97.9			3.1			59.6	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			48.3									
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			150.0								36.7	
Intersection Capacity Utilization			74.6%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2035 Background AM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	199	862	874	464	438	1103
v/c Ratio	0.68	1.33	0.88	0.68	0.55	0.66
Control Delay	72.2	183.9	69.8	9.8	5.8	5.4
Queue Delay	0.0	0.0	0.0	0.0	3.9	3.0
Total Delay	72.2	183.9	69.8	9.8	9.7	8.4
Queue Length 50th (m)	56.6	~227.9	93.6	0.0	13.9	17.8
Queue Length 95th (m)	84.6	#307.2	#111.5	32.5	m18.0	m22.1
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	291	648	994	683	800	1683
Starvation Cap Reductn	0	0	0	0	273	456
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	1.33	0.88	0.68	0.83	0.90
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2035 Background AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	189	0	819	0	0	0	0	830	441	463	1001	0
Future Volume (vph)	189	0	819	0	0	0	0	830	441	463	1001	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	199	0	862	0	0	0	0	874	464	487	1054	0
RTOR Reduction (vph)	0	0	333	0	0	0	0	0	374	0	0	0
Lane Group Flow (vph)	199	0	529	0	0	0	0	874	90	438	1103	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	24.4		24.4					29.0	29.0	73.8	73.8	
Effective Green, g (s)	24.4		24.4					29.0	29.0	73.8	73.8	
Actuated g/C Ratio	0.16		0.16					0.19	0.19	0.49	0.49	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	291		315					994	309	800	1682	
v/s Ratio Prot	0.11							c0.17		0.27	c0.32	
v/s Ratio Perm			c0.27						0.06			
v/c Ratio	0.68		1.68					0.88	0.29	0.55	0.66	
Uniform Delay, d1	59.2		62.8					58.8	51.7	26.5	28.6	
Progression Factor	1.00		1.00					1.00	1.00	0.16	0.15	
Incremental Delay, d2	6.5		318.9					9.0	0.5	0.4	0.5	
Delay (s)	65.7		381.7					67.8	52.2	4.6	4.7	
Level of Service	E		F					E	D	A	A	
Approach Delay (s)		322.4			0.0			62.4			4.7	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			109.8					HCM 2000 Level of Service			F	
HCM 2000 Volume to Capacity ratio			1.01									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			78.6%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	229	11	108	129	65	1060	185	1521	195
v/c Ratio	0.76	0.02	0.42	0.28	0.33	0.62	0.54	0.77	0.21
Control Delay	53.4	0.1	39.0	7.6	13.2	20.3	13.4	21.0	4.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	53.4	0.1	39.0	7.6	13.2	20.3	13.4	21.0	4.2
Queue Length 50th (m)	44.2	0.0	19.0	0.0	4.3	74.5	13.0	120.5	3.8
Queue Length 95th (m)	72.3	0.0	35.5	14.0	9.8	108.7	24.1	162.8	14.9
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	423	602	367	604	197	2144	410	2375	1075
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.02	0.29	0.21	0.33	0.49	0.45	0.64	0.18
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2035 Background AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	33	10	60	43	123	62	963	44	176	1445	185
Future Volume (vph)	184	33	10	60	43	123	62	963	44	176	1445	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794	1570		1826	1565	1789	3551		1789	3579	1547
Flt Permitted		0.69	1.00		0.59	1.00	0.09	1.00		0.16	1.00	1.00
Satd. Flow (perm)		1281	1570		1109	1565	160	3551		298	3579	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	194	35	11	63	45	129	65	1014	46	185	1521	195
RTOR Reduction (vph)	0	0	8	0	0	99	0	3	0	0	0	68
Lane Group Flow (vph)	0	229	3	0	108	30	65	1057	0	185	1521	127
Confl. Peds. (#/hr)	9		6	6		9	6		4	4		6
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		22.2	22.2		22.2	22.2	51.4	47.0		62.0	52.4	52.4
Effective Green, g (s)		22.2	22.2		22.2	22.2	51.4	47.0		62.0	52.4	52.4
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.54	0.49		0.65	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		299	366		258	365	161	1754		347	1972	852
v/s Ratio Prot							0.02	0.30		c0.05	c0.43	
v/s Ratio Perm		c0.18	0.00		0.10	0.02	0.20			0.29		0.08
v/c Ratio		0.77	0.01		0.42	0.08	0.40	0.60		0.53	0.77	0.15
Uniform Delay, d1		34.0	28.0		31.0	28.5	14.1	17.3		10.3	16.7	10.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		11.1	0.0		1.1	0.1	2.3	0.7		1.6	1.9	0.1
Delay (s)		45.1	28.0		32.1	28.6	16.3	18.0		11.9	18.6	10.5
Level of Service		D	C		C	C	B	B		B	B	B
Approach Delay (s)		44.4			30.2			17.9			17.1	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		20.1										
HCM 2000 Volume to Capacity ratio		0.77										
Actuated Cycle Length (s)		95.1								16.1		
Intersection Capacity Utilization		77.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

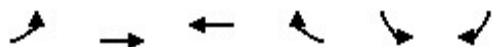
4: Taylor Way & Access

2035 Background AM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	19	0	1271	1788	32
Future Volume (Veh/h)	0	19	0	1271	1788	32
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	21	0	1382	1943	35
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.87	0.76	0.76			
vC, conflicting volume	2652	989	1978			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1486	354	1655			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	100	488	293			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	21	691	691	1295	683	
Volume Left	0	0	0	0	0	
Volume Right	21	0	0	0	35	
cSH	488	1700	1700	1700	1700	
Volume to Capacity	0.04	0.41	0.41	0.76	0.40	
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	
Control Delay (s)	12.7	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	12.7	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			60.4%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2035 Background AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	206	269	21	21	4
Future Volume (Veh/h)	4	206	269	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	248	324	25	25	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			64			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	350				596	338
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	343				590	331
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1208				465	706
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	253	349	30			
Volume Left	5	0	25			
Volume Right	0	25	5			
cSH	1208	1700	493			
Volume to Capacity	0.00	0.21	0.06			
Queue Length 95th (m)	0.1	0.0	1.5			
Control Delay (s)	0.2	0.0	12.8			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.8			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		25.4%		ICU Level of Service		A
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

2035 Background PM
12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	131	282	386	109	400	824	547	152
v/c Ratio	0.16	0.92	0.88dl	0.24	0.54	0.54	0.87	0.37
Control Delay	4.4	90.5	57.1	1.3	5.8	3.0	72.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.5	0.0	0.0
Total Delay	4.4	90.5	57.1	1.3	6.7	3.5	72.0	8.3
Queue Length 50th (m)	0.9	85.2	54.5	0.0	1.8	2.1	78.5	0.0
Queue Length 95th (m)	12.1	#142.9	72.6	0.0	m4.1	m3.1	#107.2	15.7
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	812	306	623	447	744	1529	626	406
Starvation Cap Reductn	0	0	0	0	140	298	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.92	0.62	0.24	0.66	0.67	0.87	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

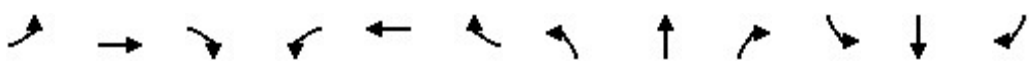
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2035 Background PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	124	537	98	104	760	403	0	0	520	144
Future Volume (vph)	0	0	124	537	98	104	760	403	0	0	520	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.93	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3307	1467	1628	3347			3579	1547
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3307	1467	1628	3347			3579	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	131	565	103	109	800	424	0	0	547	152
RTOR Reduction (vph)	0	0	68	0	0	88	0	0	0	0	0	125
Lane Group Flow (vph)	0	0	63	282	386	21	400	824	0	0	547	27
Confl. Peds. (#/hr)	17					17	6		1	1		6
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			64.0	26.4	26.4	26.4	64.0	64.0			24.5	24.5
Effective Green, g (s)			64.0	26.4	26.4	26.4	64.0	64.0			24.5	24.5
Actuated g/C Ratio			0.46	0.19	0.19	0.19	0.46	0.46			0.18	0.18
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			744	306	623	276	744	1530			626	270
v/s Ratio Prot				c0.17	0.12		0.25	c0.25			c0.15	
v/s Ratio Perm			0.04			0.01						0.02
v/c Ratio			0.08	0.92	0.88dl	0.07	0.54	0.54			0.87	0.10
Uniform Delay, d1			21.5	55.8	52.2	46.7	27.4	27.4			56.2	48.5
Progression Factor			1.00	1.00	1.00	1.00	0.16	0.08			1.00	1.00
Incremental Delay, d2			0.0	31.7	1.8	0.1	0.4	0.2			12.9	0.2
Delay (s)			21.5	87.5	54.0	46.9	4.8	2.5			69.1	48.6
Level of Service			C	F	D	D	A	A			E	D
Approach Delay (s)		21.5			65.2			3.2			64.7	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			36.2									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			140.0								36.7	
Intersection Capacity Utilization			72.3%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2035 Background PM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	156	531	1083	651	346	916
v/c Ratio	0.63	0.84	0.89	0.81	0.46	0.58
Control Delay	69.3	20.7	62.2	16.0	4.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	1.9	1.1
Total Delay	69.3	20.7	62.2	16.0	6.2	5.1
Queue Length 50th (m)	41.4	12.5	107.1	18.2	7.0	9.4
Queue Length 95th (m)	65.1	#69.9	#126.5	73.3	m10.6	m13.5
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	247	632	1212	807	753	1583
Starvation Cap Reductn	0	0	0	0	259	405
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.84	0.89	0.81	0.70	0.78

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2035 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	0	504	0	0	0	0	1029	618	366	833	0
Future Volume (vph)	148	0	504	0	0	0	0	1029	618	366	833	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	156	0	531	0	0	0	0	1083	651	385	877	0
RTOR Reduction (vph)	0	0	414	0	0	0	0	0	436	0	0	0
Lane Group Flow (vph)	156	0	117	0	0	0	0	1083	215	346	916	0
Confl. Peds. (#/hr)			1	1			6		1	1		6
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	19.4		19.4					33.0	33.0	64.8	64.8	
Effective Green, g (s)	19.4		19.4					33.0	33.0	64.8	64.8	
Actuated g/C Ratio	0.14		0.14					0.24	0.24	0.46	0.46	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	247		218					1212	371	753	1583	
v/s Ratio Prot	c0.09							c0.21		0.21	c0.27	
v/s Ratio Perm			0.07						0.14			
v/c Ratio	0.63		0.54					0.89	0.58	0.46	0.58	
Uniform Delay, d1	56.9		56.1					51.8	47.4	25.7	27.6	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.11	
Incremental Delay, d2	5.2		2.5					8.7	2.3	0.3	0.3	
Delay (s)	62.1		58.6					60.5	49.7	3.2	3.3	
Level of Service	E		E					E	D	A	A	
Approach Delay (s)		59.4			0.0			56.4			3.3	
Approach LOS		E			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			38.8					HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			75.7%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	202	70	114	86	74	1500	125	1125	132
v/c Ratio	0.77	0.16	0.50	0.22	0.23	0.77	0.55	0.53	0.14
Control Delay	59.3	9.4	46.1	9.4	8.1	21.5	21.6	14.2	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.3	9.4	46.1	9.4	8.1	21.5	21.6	14.2	2.3
Queue Length 50th (m)	41.1	0.0	21.8	0.0	4.8	122.2	8.3	74.3	0.0
Queue Length 95th (m)	#68.7	11.0	40.4	12.4	10.1	163.5	25.9	97.1	7.8
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	323	527	279	462	319	2284	261	2428	1067
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.13	0.41	0.19	0.23	0.66	0.48	0.46	0.12

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2035 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	166	30	68	60	50	83	72	1398	57	121	1091	128
Future Volume (vph)	166	30	68	60	50	83	72	1398	57	121	1091	128
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1797	1873		1825	1569	1788	3557		1789	3579	1517
Flt Permitted		0.68	1.00		0.59	1.00	0.20	1.00		0.08	1.00	1.00
Satd. Flow (perm)		1276	1873		1100	1569	378	3557		145	3579	1517
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	171	31	70	62	52	86	74	1441	59	125	1125	132
RTOR Reduction (vph)	0	0	56	0	0	68	0	3	0	0	0	54
Lane Group Flow (vph)	0	202	14	0	114	18	74	1497	0	125	1125	78
Confl. Peds. (#/hr)	7		11	11		7	13					13
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		20.9	20.9		20.9	20.9	61.5	56.8		68.5	60.3	60.3
Effective Green, g (s)		20.9	20.9		20.9	20.9	61.5	56.8		68.5	60.3	60.3
Actuated g/C Ratio		0.20	0.20		0.20	0.20	0.60	0.56		0.67	0.59	0.59
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		261	383		225	321	292	1980		229	2115	896
v/s Ratio Prot							0.01	c0.42		c0.04	c0.31	
v/s Ratio Perm		c0.16	0.01		0.10	0.01	0.14			0.32		0.05
v/c Ratio		0.77	0.04		0.51	0.05	0.25	0.76		0.55	0.53	0.09
Uniform Delay, d1		38.3	32.5		36.0	32.6	9.2	17.3		14.9	12.4	9.0
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.3	0.0		1.8	0.1	0.6	1.8		2.6	0.3	0.0
Delay (s)		51.6	32.5		37.8	32.7	9.8	19.1		17.5	12.7	9.0
Level of Service		D	C		D	C	A	B		B	B	A
Approach Delay (s)		46.7			35.6			18.7			12.8	
Approach LOS		D			D			B			B	
Intersection Summary												
HCM 2000 Control Delay		19.5										
HCM 2000 Volume to Capacity ratio		0.74										
Actuated Cycle Length (s)		102.0								16.1		
Intersection Capacity Utilization		79.6%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

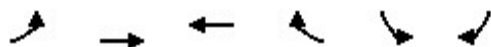
4: Taylor Way & Access

2035 Background PM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	26	0	1647	1315	22
Future Volume (Veh/h)	0	26	0	1647	1315	22
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	0	1790	1429	24
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.76	0.81	0.81			
vC, conflicting volume	2336	726	1453			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	974	183	1083			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	188	668	516			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	28	895	895	953	500	
Volume Left	0	0	0	0	0	
Volume Right	28	0	0	0	24	
cSH	668	1700	1700	1700	1700	
Volume to Capacity	0.04	0.53	0.53	0.56	0.29	
Queue Length 95th (m)	1.0	0.0	0.0	0.0	0.0	
Control Delay (s)	10.6	0.0	0.0	0.0	0.0	
Lane LOS						
Approach Delay (s)	10.6	0.0		0.0		
Approach LOS						
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			48.9%		ICU Level of Service	
					A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2035 Background PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	243	229	21	21	4
Future Volume (Veh/h)	4	243	229	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	279	263	24	24	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	288				565	276
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	277				557	265
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1273				485	766
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	284	287	29			
Volume Left	5	0	24			
Volume Right	0	24	5			
cSH	1273	1700	518			
Volume to Capacity	0.00	0.17	0.06			
Queue Length 95th (m)	0.1	0.0	1.3			
Control Delay (s)	0.2	0.0	12.4			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.4			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			26.0%		ICU Level of Service	
					A	
Analysis Period (min)			15			

Queues
1: Taylor Way & Hwy 1

2035 Total AM
12-23-2025

								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	173	269	442	124	355	736	796	234
v/c Ratio	0.22	1.12	1.07dl	0.32	0.50	0.50	0.89	0.46
Control Delay	9.8	150.3	84.0	2.2	5.2	2.6	67.3	19.5
Queue Delay	0.0	0.0	0.0	0.0	1.0	0.5	0.0	0.0
Total Delay	9.8	150.3	84.0	2.2	6.3	3.2	67.3	19.5
Queue Length 50th (m)	9.7	~100.7	71.9	0.0	2.0	2.3	121.1	19.0
Queue Length 95th (m)	24.7	#163.0	#102.7	0.0	m4.8	m3.3	#153.7	44.7
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	772	240	493	382	705	1460	894	509
Starvation Cap Reductn	0	0	0	0	159	340	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	1.12	0.90	0.32	0.65	0.66	0.89	0.46

Intersection Summary

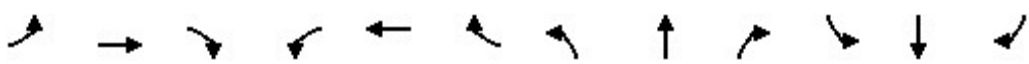
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2035 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↶	↶	↶↶	↶	↶	↶↶			↶↶	↶
Traffic Volume (vph)	0	0	164	511	164	118	572	465	0	0	756	222
Future Volume (vph)	0	0	164	511	164	118	572	465	0	0	756	222
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.90	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3307	1438	1628	3371			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3307	1438	1628	3371			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	173	538	173	124	602	489	0	0	796	234
RTOR Reduction (vph)	0	0	66	0	0	105	0	0	0	0	0	116
Lane Group Flow (vph)	0	0	107	269	442	19	355	736	0	0	796	119
Confl. Peds. (#/hr)	26					26	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			65.0	22.4	22.4	22.4	65.0	65.0			37.5	37.5
Effective Green, g (s)			65.0	22.4	22.4	22.4	65.0	65.0			37.5	37.5
Actuated g/C Ratio			0.43	0.15	0.15	0.15	0.43	0.43			0.25	0.25
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			705	240	493	214	705	1460			894	394
v/s Ratio Prot				c0.17	0.13		0.22	c0.22			c0.22	
v/s Ratio Perm			0.07			0.01						0.08
v/c Ratio			0.15	1.12	1.07dl	0.09	0.50	0.50			0.89	0.30
Uniform Delay, d1			25.8	63.8	62.7	55.0	30.8	30.8			54.3	45.6
Progression Factor			1.00	1.00	1.00	1.00	0.13	0.06			1.00	1.00
Incremental Delay, d2			0.1	94.4	18.6	0.2	0.3	0.1			11.0	0.4
Delay (s)			25.9	158.2	81.3	55.2	4.1	2.1			65.3	46.0
Level of Service			C	F	F	E	A	A			E	D
Approach Delay (s)		25.9			102.2			2.8			60.9	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			49.7									
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			75.6%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2035 Total AM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	199	877	893	475	438	1128
v/c Ratio	0.71	1.37	0.87	0.68	0.55	0.67
Control Delay	75.2	199.0	68.1	9.6	5.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	4.2	3.6
Total Delay	75.2	199.0	68.1	9.6	9.9	8.9
Queue Length 50th (m)	57.0	~237.0	95.3	0.0	13.9	17.9
Queue Length 95th (m)	#86.4	#316.4	112.3	32.8	m17.2	m22.1
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	279	642	1028	700	800	1683
Starvation Cap Reductn	0	0	0	0	278	449
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	1.37	0.87	0.68	0.84	0.91

Intersection Summary

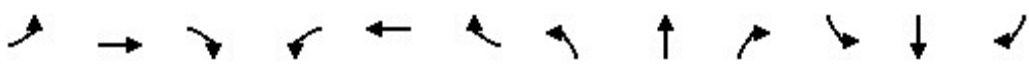
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2035 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	0	833	0	0	0	0	848	451	463	1025	0
Future Volume (vph)	189	0	833	0	0	0	0	848	451	463	1025	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	199	0	877	0	0	0	0	893	475	487	1079	0
RTOR Reduction (vph)	0	0	340	0	0	0	0	0	380	0	0	0
Lane Group Flow (vph)	199	0	537	0	0	0	0	893	95	438	1128	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	23.4		23.4					30.0	30.0	73.8	73.8	
Effective Green, g (s)	23.4		23.4					30.0	30.0	73.8	73.8	
Actuated g/C Ratio	0.16		0.16					0.20	0.20	0.49	0.49	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	279		302					1028	320	800	1682	
v/s Ratio Prot	0.11							c0.17		0.27	c0.33	
v/s Ratio Perm			c0.28						0.06			
v/c Ratio	0.71		1.78					0.87	0.30	0.55	0.67	
Uniform Delay, d1	60.1		63.3					58.1	51.0	26.5	28.9	
Progression Factor	1.00		1.00					1.00	1.00	0.15	0.14	
Incremental Delay, d2	8.4		363.1					7.9	0.5	0.4	0.6	
Delay (s)	68.5		426.4					66.0	51.6	4.5	4.7	
Level of Service	E		F					E	D	A	A	
Approach Delay (s)		360.2			0.0			61.0			4.6	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			119.3					HCM 2000 Level of Service			F	
HCM 2000 Volume to Capacity ratio			1.03									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			79.9%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2035 Total AM
12-23-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	17	105	129	71	1060	185	1535	191
v/c Ratio	0.80	0.03	0.39	0.26	0.37	0.64	0.56	0.79	0.21
Control Delay	54.5	0.1	37.0	7.0	15.5	22.2	15.0	23.4	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.5	0.1	37.0	7.0	15.5	22.2	15.0	23.4	4.9
Queue Length 50th (m)	51.1	0.0	18.2	0.0	5.2	80.2	14.3	131.7	4.7
Queue Length 95th (m)	#86.3	0.0	34.0	13.7	11.8	113.4	25.5	172.8	16.2
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	438	619	362	619	192	1995	394	2260	1026
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.03	0.29	0.21	0.37	0.53	0.47	0.68	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2035 Total AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	212	36	16	60	40	123	67	963	44	176	1458	181
Future Volume (vph)	212	36	16	60	40	123	67	963	44	176	1458	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1793	1570		1824	1565	1789	3551		1789	3579	1546
Flt Permitted		0.69	1.00		0.56	1.00	0.09	1.00		0.15	1.00	1.00
Satd. Flow (perm)		1281	1570		1059	1565	162	3551		284	3579	1546
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	223	38	17	63	42	129	71	1014	46	185	1535	191
RTOR Reduction (vph)	0	0	13	0	0	96	0	3	0	0	0	66
Lane Group Flow (vph)	0	261	4	0	105	33	71	1057	0	185	1535	125
Confl. Peds. (#/hr)	9		6	6		9	6		4	4		6
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		24.8	24.8		24.8	24.8	51.0	46.6		61.8	52.2	52.2
Effective Green, g (s)		24.8	24.8		24.8	24.8	51.0	46.6		61.8	52.2	52.2
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.52	0.48		0.63	0.54	0.54
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		325	399		269	398	158	1697		334	1916	827
v/s Ratio Prot							0.02	0.30		c0.06	c0.43	
v/s Ratio Perm		c0.20	0.00		0.10	0.02	0.21			0.29		0.08
v/c Ratio		0.80	0.01		0.39	0.08	0.45	0.62		0.55	0.80	0.15
Uniform Delay, d1		34.1	27.2		30.1	27.7	15.9	18.9		11.5	18.4	11.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.3	0.0		0.9	0.1	2.8	0.8		2.0	2.5	0.1
Delay (s)		47.4	27.2		31.0	27.8	18.6	19.7		13.5	20.9	11.5
Level of Service		D	C		C	C	B	B		B	C	B
Approach Delay (s)		46.2			29.2			19.7			19.3	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		22.2										
HCM 2000 Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		97.5								16.1		
Intersection Capacity Utilization		79.4%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: Taylor Way & Access

2035 Total AM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	32	0	1299	1784	74
Future Volume (Veh/h)	0	32	0	1299	1784	74
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	35	0	1412	1939	80
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.75	0.75			
vC, conflicting volume	2685	1010	2019			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1479	351	1695			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	100	485	280			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	35	706	706	1293	726	
Volume Left	0	0	0	0	0	
Volume Right	35	0	0	0	80	
cSH	485	1700	1700	1700	1700	
Volume to Capacity	0.07	0.42	0.42	0.76	0.43	
Queue Length 95th (m)	1.8	0.0	0.0	0.0	0.0	
Control Delay (s)	13.0	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.0	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			61.7%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2035 Total AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	206	269	19	57	4
Future Volume (Veh/h)	3	206	269	19	57	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	4	248	324	23	69	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			64			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	348				592	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	336				583	324
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				85	99
cM capacity (veh/h)	1210				468	709
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	252	347	74			
Volume Left	4	0	69			
Volume Right	0	23	5			
cSH	1210	1700	479			
Volume to Capacity	0.00	0.20	0.15			
Queue Length 95th (m)	0.1	0.0	4.1			
Control Delay (s)	0.2	0.0	13.9			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	13.9			
Approach LOS			B			
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			25.4%		ICU Level of Service	
Analysis Period (min)			15		A	

Queues
1: Taylor Way & Hwy 1

2035 Total PM
12-23-2025

								
Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	131	291	394	109	409	842	560	152
v/c Ratio	0.16	0.95	0.91dl	0.24	0.55	0.55	0.89	0.37
Control Delay	4.4	96.2	57.5	1.3	5.7	2.9	74.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.5	0.0	0.0
Total Delay	4.4	96.2	57.5	1.3	6.6	3.4	74.3	8.3
Queue Length 50th (m)	0.9	88.4	55.8	0.0	1.8	2.0	80.7	0.0
Queue Length 95th (m)	12.1	#149.3	74.2	0.0	m3.9	m2.8	#111.2	15.7
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	812	306	623	447	744	1529	626	406
Starvation Cap Reductn	0	0	0	0	133	283	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.95	0.63	0.24	0.67	0.68	0.89	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

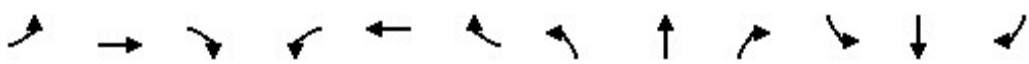
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2035 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	124	553	98	104	778	410	0	0	532	144
Future Volume (vph)	0	0	124	553	98	104	778	410	0	0	532	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.93	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3306	1467	1628	3346			3579	1547
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3306	1467	1628	3346			3579	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	131	582	103	109	819	432	0	0	560	152
RTOR Reduction (vph)	0	0	68	0	0	88	0	0	0	0	0	125
Lane Group Flow (vph)	0	0	63	291	394	21	409	842	0	0	560	27
Confl. Peds. (#/hr)	17					17	6		1	1		6
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			64.0	26.4	26.4	26.4	64.0	64.0			24.5	24.5
Effective Green, g (s)			64.0	26.4	26.4	26.4	64.0	64.0			24.5	24.5
Actuated g/C Ratio			0.46	0.19	0.19	0.19	0.46	0.46			0.18	0.18
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			744	306	623	276	744	1529			626	270
v/s Ratio Prot				c0.18	0.12		0.25	c0.25			c0.16	
v/s Ratio Perm			0.04			0.01						0.02
v/c Ratio			0.08	0.95	0.91dl	0.07	0.55	0.55			0.89	0.10
Uniform Delay, d1			21.5	56.2	52.3	46.7	27.6	27.6			56.5	48.5
Progression Factor			1.00	1.00	1.00	1.00	0.15	0.08			1.00	1.00
Incremental Delay, d2			0.0	38.3	2.1	0.1	0.4	0.2			15.2	0.2
Delay (s)			21.5	94.5	54.4	46.9	4.6	2.4			71.7	48.6
Level of Service			C	F	D	D	A	A			E	D
Approach Delay (s)		21.5			68.1			3.1			66.8	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			37.5									
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			140.0									
Intersection Capacity Utilization			73.6%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2035 Total PM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	156	546	1111	668	346	944
v/c Ratio	0.66	0.87	0.89	0.83	0.46	0.60
Control Delay	72.4	24.0	61.1	18.2	4.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	2.0	1.2
Total Delay	72.4	24.0	61.1	18.2	6.2	5.2
Queue Length 50th (m)	41.7	15.8	109.6	26.3	6.8	9.3
Queue Length 95th (m)	65.7	#79.0	#127.9	85.0	m10.0	m13.2
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	235	627	1248	809	753	1583
Starvation Cap Reductn	0	0	0	0	265	397
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.87	0.89	0.83	0.71	0.80
Intersection Summary						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2035 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	0	519	0	0	0	0	1055	635	366	860	0
Future Volume (vph)	148	0	519	0	0	0	0	1055	635	366	860	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	156	0	546	0	0	0	0	1111	668	385	905	0
RTOR Reduction (vph)	0	0	420	0	0	0	0	0	426	0	0	0
Lane Group Flow (vph)	156	0	126	0	0	0	0	1111	242	346	944	0
Confl. Peds. (#/hr)			1	1			6		1	1		6
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	18.4		18.4					34.0	34.0	64.8	64.8	
Effective Green, g (s)	18.4		18.4					34.0	34.0	64.8	64.8	
Actuated g/C Ratio	0.13		0.13					0.24	0.24	0.46	0.46	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	235		207					1248	382	753	1583	
v/s Ratio Prot	c0.09							c0.22		0.21	c0.28	
v/s Ratio Perm			0.08						0.15			
v/c Ratio	0.66		0.61					0.89	0.63	0.46	0.60	
Uniform Delay, d1	57.9		57.4					51.2	47.4	25.7	27.9	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.10	
Incremental Delay, d2	6.9		5.0					8.3	3.4	0.3	0.4	
Delay (s)	64.7		62.3					59.5	50.8	3.1	3.2	
Level of Service	E		E					E	D	A	A	
Approach Delay (s)		62.9			0.0			56.2			3.2	
Approach LOS		E			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			39.3					HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			77.5%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2035 Total PM
12-23-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	249	78	115	86	89	1500	125	1139	129
v/c Ratio	0.86	0.16	0.50	0.20	0.29	0.79	0.58	0.55	0.14
Control Delay	67.3	10.8	45.2	8.9	9.4	23.7	25.9	16.0	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.3	10.8	45.2	8.9	9.4	23.7	25.9	16.0	2.4
Queue Length 50th (m)	52.0	1.2	21.8	0.0	6.2	129.5	8.9	80.4	0.0
Queue Length 95th (m)	#95.4	13.0	40.7	12.3	11.7	163.7	27.8	100.3	8.1
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	328	538	261	470	306	2122	244	2238	993
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.14	0.44	0.18	0.29	0.71	0.51	0.51	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2035 Total PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	209	33	76	60	51	83	86	1398	57	121	1105	125
Future Volume (vph)	209	33	76	60	51	83	86	1398	57	121	1105	125
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1795	1872		1826	1569	1788	3557		1789	3579	1515
Flt Permitted		0.68	1.00		0.54	1.00	0.19	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1266	1872		1005	1569	353	3557		132	3579	1515
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	215	34	78	62	53	86	89	1441	59	125	1139	129
RTOR Reduction (vph)	0	0	55	0	0	66	0	3	0	0	0	55
Lane Group Flow (vph)	0	249	23	0	115	20	89	1497	0	125	1139	74
Confl. Peds. (#/hr)	7		11	11		7	13					13
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		23.9	23.9		23.9	23.9	61.8	56.7		68.2	59.9	59.9
Effective Green, g (s)		23.9	23.9		23.9	23.9	61.8	56.7		68.2	59.9	59.9
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.59	0.54		0.65	0.57	0.57
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		288	426		228	357	277	1920		216	2041	864
v/s Ratio Prot							0.02	c0.42		c0.05	c0.32	
v/s Ratio Perm		c0.20	0.01		0.11	0.01	0.17			0.33		0.05
v/c Ratio		0.86	0.05		0.50	0.05	0.32	0.78		0.58	0.56	0.09
Uniform Delay, d1		39.0	31.7		35.4	31.7	10.5	19.2		16.8	14.2	10.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		22.6	0.1		1.8	0.1	0.9	2.2		3.7	0.3	0.0
Delay (s)		61.6	31.8		37.1	31.8	11.4	21.4		20.5	14.5	10.2
Level of Service		E	C		D	C	B	C		C	B	B
Approach Delay (s)		54.5			34.8			20.8			14.7	
Approach LOS		D			C			C			B	
Intersection Summary												
HCM 2000 Control Delay		22.3										
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		105.0								16.1		
Intersection Capacity Utilization		81.3%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

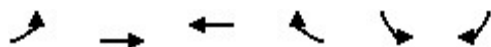
4: Taylor Way & Access

2035 Total PM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	40	0	1689	1311	68
Future Volume (Veh/h)	0	40	0	1689	1311	68
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	43	0	1836	1425	74
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.75	0.80	0.80			
vC, conflicting volume	2380	750	1499			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	961	181	1120			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	94	100			
cM capacity (veh/h)	190	663	495			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	43	918	918	950	549	
Volume Left	0	0	0	0	0	
Volume Right	43	0	0	0	74	
cSH	663	1700	1700	1700	1700	
Volume to Capacity	0.06	0.54	0.54	0.56	0.32	
Queue Length 95th (m)	1.6	0.0	0.0	0.0	0.0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.8	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			50.0%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2035 Total PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	243	229	33	75	5
Future Volume (Veh/h)	4	243	229	33	75	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	279	263	38	86	6
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	302				572	283
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	282				557	263
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	99
cM capacity (veh/h)	1258				481	762
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	284	301	92			
Volume Left	5	0	86			
Volume Right	0	38	6			
cSH	1258	1700	493			
Volume to Capacity	0.00	0.18	0.19			
Queue Length 95th (m)	0.1	0.0	5.2			
Control Delay (s)	0.2	0.0	14.0			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	14.0			
Approach LOS			B			
Intersection Summary						
Average Delay		2.0				
Intersection Capacity Utilization		27.1%	ICU Level of Service	A		
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

2040 Background AM
12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	181	276	457	129	366	759	823	245
v/c Ratio	0.24	1.15	1.10dl	0.34	0.54	0.54	0.87	0.46
Control Delay	11.0	159.1	88.1	2.7	6.2	3.2	64.1	19.9
Queue Delay	0.0	0.0	0.2	0.0	1.2	0.6	0.0	0.0
Total Delay	11.0	159.1	88.3	2.7	7.4	3.8	64.1	19.9
Queue Length 50th (m)	11.4	~105.4	74.7	0.0	2.3	2.4	124.0	21.5
Queue Length 95th (m)	27.3	#168.4	#108.0	0.5	m4.5	m3.6	#151.4	48.0
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	752	240	494	381	683	1416	942	528
Starvation Cap Reductn	0	0	0	0	145	312	0	0
Spillback Cap Reductn	0	0	1	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.15	0.93	0.34	0.68	0.69	0.87	0.46

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2040 Background AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	172	524	172	123	589	480	0	0	782	233
Future Volume (vph)	0	0	172	524	172	123	589	480	0	0	782	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.90	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3308	1433	1628	3371			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3308	1433	1628	3371			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	181	552	181	129	620	505	0	0	823	245
RTOR Reduction (vph)	0	0	68	0	0	110	0	0	0	0	0	113
Lane Group Flow (vph)	0	0	113	276	457	19	366	759	0	0	823	132
Confl. Peds. (#/hr)	27					27	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			63.0	22.4	22.4	22.4	63.0	63.0			39.5	39.5
Effective Green, g (s)			63.0	22.4	22.4	22.4	63.0	63.0			39.5	39.5
Actuated g/C Ratio			0.42	0.15	0.15	0.15	0.42	0.42			0.26	0.26
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			684	240	493	213	683	1415			942	415
v/s Ratio Prot				c0.17	0.14		0.22	c0.23			c0.23	
v/s Ratio Perm			0.07			0.01						0.08
v/c Ratio			0.17	1.15	1.10dl	0.09	0.54	0.54			0.87	0.32
Uniform Delay, d1			27.1	63.8	63.0	55.0	32.6	32.6			52.9	44.4
Progression Factor			1.00	1.00	1.00	1.00	0.15	0.08			1.00	1.00
Incremental Delay, d2			0.1	104.6	23.5	0.2	0.4	0.2			9.0	0.4
Delay (s)			27.2	168.4	86.5	55.2	5.1	2.7			61.9	44.9
Level of Service			C	F	F	E	A	A			E	D
Approach Delay (s)		27.2			108.1			3.5			58.0	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			50.6									
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			77.3%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2040 Background AM
12-23-2025

						
Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	904	917	486	461	1157
v/c Ratio	0.82	1.47	0.89	0.69	0.56	0.67
Control Delay	86.6	243.9	70.1	10.5	5.6	5.3
Queue Delay	0.0	0.0	0.0	0.0	4.4	3.6
Total Delay	86.6	243.9	70.1	10.5	10.0	8.8
Queue Length 50th (m)	60.9	~263.0	98.3	2.2	14.9	18.7
Queue Length 95th (m)	#101.4	#342.3	#119.8	36.9	m18.4	m22.6
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	255	615	1028	701	822	1728
Starvation Cap Reductn	0	0	0	0	279	465
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.82	1.47	0.89	0.69	0.85	0.92
Intersection Summary						
~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.						
# 95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.						
m Volume for 95th percentile queue is metered by upstream signal.						

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2040 Background AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations								  			  	
Traffic Volume (vph)	198	0	859	0	0	0	0	871	462	486	1051	0
Future Volume (vph)	198	0	859	0	0	0	0	871	462	486	1051	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	208	0	904	0	0	0	0	917	486	512	1106	0
RTOR Reduction (vph)	0	0	339	0	0	0	0	0	382	0	0	0
Lane Group Flow (vph)	208	0	565	0	0	0	0	917	104	461	1157	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	21.4		21.4					30.0	30.0	75.8	75.8	
Effective Green, g (s)	21.4		21.4					30.0	30.0	75.8	75.8	
Actuated g/C Ratio	0.14		0.14					0.20	0.20	0.51	0.51	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	255		276					1028	320	822	1728	
v/s Ratio Prot	0.12							c0.18		0.28	c0.34	
v/s Ratio Perm			c0.29						0.07			
v/c Ratio	0.82		2.05					0.89	0.33	0.56	0.67	
Uniform Delay, d1	62.4		64.3					58.4	51.4	25.6	27.7	
Progression Factor	1.00		1.00					1.00	1.00	0.16	0.15	
Incremental Delay, d2	17.9		484.2					9.9	0.6	0.5	0.5	
Delay (s)	80.3		548.5					68.3	51.9	4.5	4.6	
Level of Service	F		F					E	D	A	A	
Approach Delay (s)		460.9			0.0			62.7			4.6	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			147.1					HCM 2000 Level of Service			F	
HCM 2000 Volume to Capacity ratio			1.07									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			82.0%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	239	11	112	136	68	1113	195	1597	204
v/c Ratio	0.79	0.02	0.45	0.29	0.36	0.66	0.59	0.80	0.22
Control Delay	55.6	0.1	40.4	7.4	15.3	21.9	16.3	22.5	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	0.1	40.4	7.4	15.3	21.9	16.3	22.5	4.6
Queue Length 50th (m)	47.1	0.0	20.1	0.0	4.7	83.2	14.4	135.8	4.9
Queue Length 95th (m)	#80.4	0.0	37.1	14.4	11.4	121.0	29.1	177.4	16.3
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	406	584	335	590	191	2008	419	2323	1054
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.02	0.33	0.23	0.36	0.55	0.47	0.69	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2040 Background AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	192	35	10	63	44	129	65	1011	47	185	1517	194
Future Volume (vph)	192	35	10	63	44	129	65	1011	47	185	1517	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1794	1570		1825	1565	1789	3550		1789	3579	1546
Flt Permitted		0.68	1.00		0.56	1.00	0.08	1.00		0.14	1.00	1.00
Satd. Flow (perm)		1277	1570		1054	1565	157	3550		265	3579	1546
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	202	37	11	66	46	136	68	1064	49	195	1597	204
RTOR Reduction (vph)	0	0	8	0	0	104	0	3	0	0	0	67
Lane Group Flow (vph)	0	239	3	0	112	32	68	1110	0	195	1597	137
Confl. Peds. (#/hr)	9		6	6		9	6		5	5		6
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		23.2	23.2		23.2	23.2	52.5	48.1		63.8	54.2	54.2
Effective Green, g (s)		23.2	23.2		23.2	23.2	52.5	48.1		63.8	54.2	54.2
Actuated g/C Ratio		0.24	0.24		0.24	0.24	0.54	0.49		0.65	0.55	0.55
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		302	372		249	370	157	1744		336	1981	855
v/s Ratio Prot							0.02	0.31		c0.06	c0.45	
v/s Ratio Perm		c0.19	0.00		0.11	0.02	0.21			0.32		0.09
v/c Ratio		0.79	0.01		0.45	0.09	0.43	0.64		0.58	0.81	0.16
Uniform Delay, d1		35.1	28.5		31.9	29.1	15.5	18.4		11.6	17.6	10.7
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		13.2	0.0		1.3	0.1	2.6	0.9		2.5	2.5	0.1
Delay (s)		48.3	28.6		33.2	29.2	18.1	19.3		14.2	20.1	10.8
Level of Service		D	C		C	C	B	B		B	C	B
Approach Delay (s)		47.4			31.0			19.2			18.6	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		21.6										
HCM 2000 Volume to Capacity ratio		0.81										
Actuated Cycle Length (s)		97.9								16.1		
Intersection Capacity Utilization		80.1%										
Analysis Period (min)		15										
c Critical Lane Group												

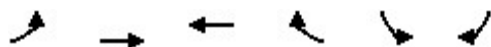
HCM Unsignalized Intersection Capacity Analysis 4: Taylor Way & Access

2040 Background AM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	20	0	1333	1876	34
Future Volume (Veh/h)	0	20	0	1333	1876	34
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	22	0	1449	2039	37
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.75	0.75			
vC, conflicting volume	2782	1038	2076			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1535	378	1765			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	95	100			
cM capacity (veh/h)	92	464	262			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	22	724	724	1359	717	
Volume Left	0	0	0	0	0	
Volume Right	22	0	0	0	37	
cSH	464	1700	1700	1700	1700	
Volume to Capacity	0.05	0.43	0.43	0.80	0.42	
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	
Control Delay (s)	13.1	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			62.9%		ICU Level of Service	B
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2040 Background AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	217	282	21	21	4
Future Volume (Veh/h)	4	217	282	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Hourly flow rate (vph)	5	261	340	25	25	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			64			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	366				624	354
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	357				617	344
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				94	99
cM capacity (veh/h)	1191				447	692
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	266	365	30			
Volume Left	5	0	25			
Volume Right	0	25	5			
cSH	1191	1700	475			
Volume to Capacity	0.00	0.21	0.06			
Queue Length 95th (m)	0.1	0.0	1.5			
Control Delay (s)	0.2	0.0	13.1			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization		26.1%		ICU Level of Service		A
Analysis Period (min)		15				

Queues
1: Taylor Way & Hwy 1

2040 Background PM
12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	137	297	405	116	419	864	575	159
v/c Ratio	0.17	0.97	0.93dl	0.26	0.57	0.57	0.88	0.38
Control Delay	5.1	100.5	58.1	1.4	5.5	2.8	71.9	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.5	0.0	0.0
Total Delay	5.1	100.5	58.1	1.4	6.4	3.3	71.9	9.1
Queue Length 50th (m)	1.8	90.7	57.6	0.0	1.7	2.0	82.6	0.0
Queue Length 95th (m)	13.8	#153.7	76.2	0.0	m3.8	m2.9	#112.4	17.6
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	801	306	623	447	732	1505	651	416
Starvation Cap Reductn	0	0	0	0	118	251	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.97	0.65	0.26	0.68	0.69	0.88	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

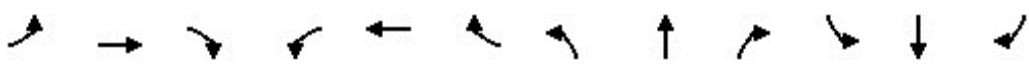
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2040 Background PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	130	564	103	110	797	422	0	0	546	151
Future Volume (vph)	0	0	130	564	103	110	797	422	0	0	546	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.93	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3307	1467	1628	3347			3579	1547
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3307	1467	1628	3347			3579	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	137	594	108	116	839	444	0	0	575	159
RTOR Reduction (vph)	0	0	69	0	0	94	0	0	0	0	0	130
Lane Group Flow (vph)	0	0	68	297	405	22	419	864	0	0	575	29
Confl. Peds. (#/hr)	17					17	6		1	1		6
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			63.0	26.4	26.4	26.4	63.0	63.0			25.5	25.5
Effective Green, g (s)			63.0	26.4	26.4	26.4	63.0	63.0			25.5	25.5
Actuated g/C Ratio			0.45	0.19	0.19	0.19	0.45	0.45			0.18	0.18
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			733	306	623	276	732	1506			651	281
v/s Ratio Prot				c0.18	0.12		0.26	c0.26			c0.16	
v/s Ratio Perm			0.04			0.01						0.02
v/c Ratio			0.09	0.97	0.93dl	0.08	0.57	0.57			0.88	0.10
Uniform Delay, d1			22.1	56.4	52.5	46.8	28.5	28.5			55.8	47.7
Progression Factor			1.00	1.00	1.00	1.00	0.14	0.07			1.00	1.00
Incremental Delay, d2			0.1	43.3	2.4	0.1	0.5	0.2			13.5	0.2
Delay (s)			22.2	99.7	55.0	46.9	4.4	2.3			69.3	47.9
Level of Service			C	F	D	D	A	A			E	D
Approach Delay (s)		22.2			70.1			3.0			64.6	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			37.6				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			140.0				Sum of lost time (s)				36.7	
Intersection Capacity Utilization			74.9%				ICU Level of Service				D	
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2040 Background PM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	557	1137	682	364	961
v/c Ratio	0.78	0.91	0.88	0.86	0.48	0.60
Control Delay	84.7	29.2	59.9	22.8	4.3	4.0
Queue Delay	0.0	0.0	0.0	0.0	2.1	1.3
Total Delay	84.7	29.2	59.9	22.8	6.4	5.3
Queue Length 50th (m)	44.5	18.5	111.7	42.7	7.4	10.0
Queue Length 95th (m)	#78.8	#87.5	129.8	#118.9	m10.9	m13.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	209	613	1285	794	765	1607
Starvation Cap Reductn	0	0	0	0	262	410
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.91	0.88	0.86	0.72	0.80

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2040 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	529	0	0	0	0	1080	648	384	875	0
Future Volume (vph)	155	0	529	0	0	0	0	1080	648	384	875	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	163	0	557	0	0	0	0	1137	682	404	921	0
RTOR Reduction (vph)	0	0	429	0	0	0	0	0	401	0	0	0
Lane Group Flow (vph)	163	0	128	0	0	0	0	1137	282	364	961	0
Confl. Peds. (#/hr)			1	1			6		1	1		6
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	16.4		16.4					35.0	35.0	65.8	65.8	
Effective Green, g (s)	16.4		16.4					35.0	35.0	65.8	65.8	
Actuated g/C Ratio	0.12		0.12					0.25	0.25	0.47	0.47	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	209		184					1285	394	765	1607	
v/s Ratio Prot	c0.09							c0.22		0.22	c0.28	
v/s Ratio Perm			0.08						0.18			
v/c Ratio	0.78		0.70					0.88	0.71	0.48	0.60	
Uniform Delay, d1	60.0		59.4					50.6	47.9	25.3	27.4	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.11	
Incremental Delay, d2	16.7		10.8					7.6	6.0	0.3	0.4	
Delay (s)	76.7		70.2					58.1	54.0	3.2	3.3	
Level of Service	E		E					E	D	A	A	
Approach Delay (s)		71.7			0.0			56.6			3.3	
Approach LOS		E			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			41.1					HCM 2000 Level of Service		D		
HCM 2000 Volume to Capacity ratio			0.80									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			78.8%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	211	73	119	90	76	1573	131	1180	139
v/c Ratio	0.78	0.16	0.52	0.22	0.26	0.81	0.60	0.56	0.15
Control Delay	59.4	9.6	45.7	8.8	9.0	24.1	29.0	15.3	2.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.4	9.6	45.7	8.8	9.0	24.1	29.0	15.3	2.4
Queue Length 50th (m)	42.3	0.4	22.3	0.0	4.9	136.8	10.5	80.0	0.0
Queue Length 95th (m)	#70.8	11.5	40.9	12.4	10.5	179.9	30.8	105.1	8.2
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	347	564	293	495	296	2131	245	2271	1007
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.13	0.41	0.18	0.26	0.74	0.53	0.52	0.14

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2040 Background PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	31	71	63	52	87	74	1467	59	127	1145	135
Future Volume (vph)	174	31	71	63	52	87	74	1467	59	127	1145	135
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.98	1.00	1.00		1.00	1.00	0.94
Flpb, ped/bikes		0.99	1.00		0.99	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1796	1870		1824	1569	1788	3558		1789	3579	1512
Flt Permitted		0.68	1.00		0.57	1.00	0.18	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1266	1870		1070	1569	343	3558		125	3579	1512
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	179	32	73	65	54	90	76	1512	61	131	1180	139
RTOR Reduction (vph)	0	0	56	0	0	71	0	2	0	0	0	58
Lane Group Flow (vph)	0	211	17	0	119	19	76	1571	0	131	1180	81
Confl. Peds. (#/hr)	7		12	12		7	14					14
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		21.9	21.9		21.9	21.9	61.5	56.8		68.9	60.5	60.5
Effective Green, g (s)		21.9	21.9		21.9	21.9	61.5	56.8		68.9	60.5	60.5
Actuated g/C Ratio		0.21	0.21		0.21	0.21	0.60	0.55		0.67	0.59	0.59
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		268	396		227	332	270	1958		218	2098	886
v/s Ratio Prot							0.01	c0.44		c0.05	c0.33	
v/s Ratio Perm		c0.17	0.01		0.11	0.01	0.15			0.35		0.05
v/c Ratio		0.79	0.04		0.52	0.06	0.28	0.80		0.60	0.56	0.09
Uniform Delay, d1		38.4	32.3		36.0	32.4	9.9	18.7		18.7	13.2	9.3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		14.1	0.0		2.2	0.1	0.8	2.6		4.6	0.3	0.0
Delay (s)		52.6	32.4		38.2	32.5	10.7	21.3		23.3	13.5	9.4
Level of Service		D	C		D	C	B	C		C	B	A
Approach Delay (s)		47.4			35.7			20.8			14.0	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay		21.0										
HCM 2000 Volume to Capacity ratio		0.78										
Actuated Cycle Length (s)		103.2								16.1		
Intersection Capacity Utilization		82.3%										
Analysis Period (min)		15										
c Critical Lane Group												

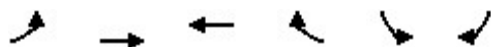
HCM Unsignalized Intersection Capacity Analysis 4: Taylor Way & Access

2040 Background PM
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	27	0	1728	1380	23
Future Volume (Veh/h)	0	27	0	1728	1380	23
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	29	0	1878	1500	25
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.72	0.80	0.80			
vC, conflicting volume	2452	762	1525			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	975	189	1147			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	180	653	482			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	29	939	939	1000	525	
Volume Left	0	0	0	0	0	
Volume Right	29	0	0	0	25	
cSH	653	1700	1700	1700	1700	
Volume to Capacity	0.04	0.55	0.55	0.59	0.31	
Queue Length 95th (m)	1.1	0.0	0.0	0.0	0.0	
Control Delay (s)	10.8	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	10.8	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			51.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2040 Background PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	255	240	21	21	4
Future Volume (Veh/h)	4	255	240	21	21	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	293	276	24	24	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	301				592	289
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	289				583	277
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				95	99
cM capacity (veh/h)	1259				468	754
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	298	300	29			
Volume Left	5	0	24			
Volume Right	0	24	5			
cSH	1259	1700	500			
Volume to Capacity	0.00	0.18	0.06			
Queue Length 95th (m)	0.1	0.0	1.4			
Control Delay (s)	0.2	0.0	12.6			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	12.6			
Approach LOS			B			
Intersection Summary						
Average Delay			0.7			
Intersection Capacity Utilization			26.6%		ICU Level of Service	
Analysis Period (min)			15		A	

Queues
1: Taylor Way & Hwy 1

2040 Total AM
12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	181	282	463	129	373	772	835	245
v/c Ratio	0.24	1.18	1.12dl	0.34	0.55	0.55	0.89	0.46
Control Delay	11.0	167.0	90.5	2.7	5.9	3.0	65.3	19.9
Queue Delay	0.0	0.1	0.2	0.0	1.2	0.6	0.0	0.0
Total Delay	11.0	167.0	90.7	2.7	7.1	3.6	65.3	19.9
Queue Length 50th (m)	11.4	~109.5	75.9	0.0	2.5	2.5	126.5	21.5
Queue Length 95th (m)	27.3	#172.5	#110.2	0.5	m3.2	m3.5	#158.9	48.0
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	752	240	493	381	683	1416	942	528
Starvation Cap Reductn	0	0	0	0	138	297	0	0
Spillback Cap Reductn	0	1	1	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.24	1.18	0.94	0.34	0.68	0.69	0.89	0.46

Intersection Summary

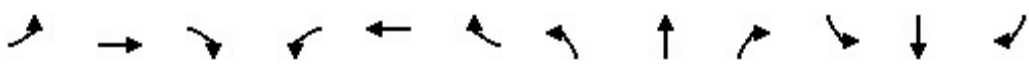
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.
- dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2040 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	172	536	172	123	600	487	0	0	793	233
Future Volume (vph)	0	0	172	536	172	123	600	487	0	0	793	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.90	1.00	1.00			1.00	0.98
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1612	3307	1433	1628	3371			3579	1576
Flt Permitted			1.00	0.95	0.97	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1612	3307	1433	1628	3371			3579	1576
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	181	564	181	129	632	513	0	0	835	245
RTOR Reduction (vph)	0	0	68	0	0	110	0	0	0	0	0	113
Lane Group Flow (vph)	0	0	113	282	463	19	373	772	0	0	835	132
Confl. Peds. (#/hr)	27					27	1		2	2		1
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			63.0	22.4	22.4	22.4	63.0	63.0			39.5	39.5
Effective Green, g (s)			63.0	22.4	22.4	22.4	63.0	63.0			39.5	39.5
Actuated g/C Ratio			0.42	0.15	0.15	0.15	0.42	0.42			0.26	0.26
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			684	240	493	213	683	1415			942	415
v/s Ratio Prot				c0.17	0.14		c0.23	0.23			c0.23	
v/s Ratio Perm			0.07			0.01						0.08
v/c Ratio			0.17	1.18	1.12dl	0.09	0.55	0.55			0.89	0.32
Uniform Delay, d1			27.1	63.8	63.1	55.0	32.7	32.7			53.1	44.4
Progression Factor			1.00	1.00	1.00	1.00	0.13	0.07			1.00	1.00
Incremental Delay, d2			0.1	113.6	25.8	0.2	0.4	0.2			10.1	0.4
Delay (s)			27.2	177.4	88.9	55.2	4.8	2.5			63.2	44.9
Level of Service			C	F	F	E	A	A			E	D
Approach Delay (s)		27.2			112.5			3.2			59.0	
Approach LOS		C			F			A			E	
Intersection Summary												
HCM 2000 Control Delay			52.0									
HCM 2000 Volume to Capacity ratio			0.84									
Actuated Cycle Length (s)			150.0									
Intersection Capacity Utilization			78.3%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2040 Total AM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	208	920	936	497	461	1182
v/c Ratio	0.86	1.51	0.88	0.70	0.56	0.68
Control Delay	93.3	261.4	68.3	10.7	5.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	4.7	4.3
Total Delay	93.3	261.4	68.3	10.7	10.2	9.5
Queue Length 50th (m)	61.4	~272.7	100.0	3.6	14.7	18.9
Queue Length 95th (m)	#105.1	#352.7	#117.7	39.2	m18.1	m22.8
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	243	609	1062	713	822	1728
Starvation Cap Reductn	0	0	0	0	284	458
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.86	1.51	0.88	0.70	0.86	0.93

Intersection Summary

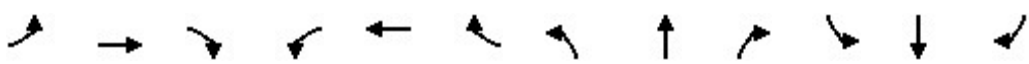
- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2040 Total AM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	198	0	874	0	0	0	0	889	472	486	1074	0
Future Volume (vph)	198	0	874	0	0	0	0	889	472	486	1074	0
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1938					5142	1601	1628	3420	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1938					5142	1601	1628	3420	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	208	0	920	0	0	0	0	936	497	512	1131	0
RTOR Reduction (vph)	0	0	346	0	0	0	0	0	382	0	0	0
Lane Group Flow (vph)	208	0	574	0	0	0	0	936	115	461	1182	0
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	20.4		20.4					31.0	31.0	75.8	75.8	
Effective Green, g (s)	20.4		20.4					31.0	31.0	75.8	75.8	
Actuated g/C Ratio	0.14		0.14					0.21	0.21	0.51	0.51	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	243		263					1062	330	822	1728	
v/s Ratio Prot	0.12							c0.18		0.28	c0.35	
v/s Ratio Perm			c0.30						0.07			
v/c Ratio	0.86		2.18					0.88	0.35	0.56	0.68	
Uniform Delay, d1	63.4		64.8					57.7	50.9	25.6	28.0	
Progression Factor	1.00		1.00					1.00	1.00	0.16	0.14	
Incremental Delay, d2	24.3		545.2					8.7	0.6	0.5	0.6	
Delay (s)	87.7		610.0					66.5	51.5	4.5	4.7	
Level of Service	F		F					E	D	A	A	
Approach Delay (s)		513.6			0.0			61.3			4.6	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			160.5					HCM 2000 Level of Service			F	
HCM 2000 Volume to Capacity ratio			1.09									
Actuated Cycle Length (s)			150.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			83.4%					ICU Level of Service		E		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2040 Total AM
12-23-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	272	17	109	136	73	1113	195	1611	200
v/c Ratio	0.83	0.03	0.43	0.27	0.39	0.67	0.61	0.82	0.22
Control Delay	58.9	0.1	39.3	7.0	18.0	23.6	18.3	24.7	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.9	0.1	39.3	7.0	18.0	23.6	18.3	24.7	5.1
Queue Length 50th (m)	54.6	0.0	19.4	0.0	5.7	91.2	16.3	151.0	5.7
Queue Length 95th (m)	#94.7	0.0	36.2	14.2	13.3	123.6	31.7	184.4	16.9
Internal Link Dist (m)	39.9		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	404	583	315	589	185	1921	403	2202	1005
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.03	0.35	0.23	0.39	0.58	0.48	0.73	0.20

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2040 Total AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	221	37	16	63	41	129	69	1011	47	185	1530	190
Future Volume (vph)	221	37	16	63	41	129	69	1011	47	185	1530	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1793	1570		1824	1565	1789	3550		1789	3579	1545
Flt Permitted		0.68	1.00		0.53	1.00	0.08	1.00		0.13	1.00	1.00
Satd. Flow (perm)		1275	1570		991	1565	156	3550		253	3579	1545
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	233	39	17	66	43	136	73	1064	49	195	1611	200
RTOR Reduction (vph)	0	0	13	0	0	101	0	3	0	0	0	66
Lane Group Flow (vph)	0	272	4	0	109	35	73	1110	0	195	1611	134
Confl. Peds. (#/hr)	9		6	6		9	6		5	5		6
Confl. Bikes (#/hr)			1			1						
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		25.7	25.7		25.7	25.7	52.6	48.2		64.2	54.6	54.6
Effective Green, g (s)		25.7	25.7		25.7	25.7	52.6	48.2		64.2	54.6	54.6
Actuated g/C Ratio		0.25	0.25		0.25	0.25	0.52	0.48		0.64	0.54	0.54
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		325	400		252	399	152	1697		325	1938	836
v/s Ratio Prot							0.02	0.31		c0.06	c0.45	
v/s Ratio Perm		c0.21	0.00		0.11	0.02	0.23			0.32		0.09
v/c Ratio		0.84	0.01		0.43	0.09	0.48	0.65		0.60	0.83	0.16
Uniform Delay, d1		35.6	28.1		31.4	28.6	17.3	20.0		12.8	19.3	11.6
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		16.8	0.0		1.2	0.1	3.2	1.0		3.0	3.2	0.1
Delay (s)		52.4	28.1		32.6	28.7	20.5	21.0		15.8	22.5	11.7
Level of Service		D	C		C	C	C	C		B	C	B
Approach Delay (s)		51.0			30.5			21.0			20.7	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay		23.8										
HCM 2000 Volume to Capacity ratio		0.84										
Actuated Cycle Length (s)		100.8								16.1		
Intersection Capacity Utilization		81.9%								D		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2040 Total AM

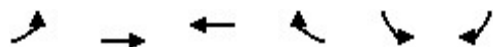
4: Taylor Way & Access

12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	33	0	1361	1872	75
Future Volume (Veh/h)	0	33	0	1361	1872	75
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	36	0	1479	2035	82
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.86	0.74	0.74			
vC, conflicting volume	2816	1058	2117			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1533	375	1806			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	92	100			
cM capacity (veh/h)	92	460	249			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	36	740	740	1357	760	
Volume Left	0	0	0	0	0	
Volume Right	36	0	0	0	82	
cSH	460	1700	1700	1700	1700	
Volume to Capacity	0.08	0.43	0.43	0.80	0.45	
Queue Length 95th (m)	1.9	0.0	0.0	0.0	0.0	
Control Delay (s)	13.5	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	13.5	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			64.1%		ICU Level of Service	C
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: Inglewood Ave & Access

2040 Total AM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	217	282	19	57	4
Future Volume (Veh/h)	3	217	282	19	57	4
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	3	249	324	22	66	5
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage (veh)						
Upstream signal (m)			64			
pX, platoon unblocked	0.99				0.99	0.99
vC, conflicting volume	347				591	336
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	333				580	322
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				86	99
cM capacity (veh/h)	1211				469	710
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	252	346	71			
Volume Left	3	0	66			
Volume Right	0	22	5			
cSH	1211	1700	481			
Volume to Capacity	0.00	0.20	0.15			
Queue Length 95th (m)	0.1	0.0	3.9			
Control Delay (s)	0.1	0.0	13.8			
Lane LOS	A		B			
Approach Delay (s)	0.1	0.0	13.8			
Approach LOS			B			
Intersection Summary						
Average Delay		1.5				
Intersection Capacity Utilization		26.1%		ICU Level of Service	A	
Analysis Period (min)		15				

Queues

2040 Total PM

1: Taylor Way & Hwy 1

12-23-2025



Lane Group	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	137	304	413	116	429	882	587	159
v/c Ratio	0.17	0.99	0.95dl	0.26	0.60	0.60	0.87	0.37
Control Delay	5.2	106.0	58.5	1.4	5.6	2.8	69.2	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.9	0.4	0.0	0.0
Total Delay	5.2	106.0	58.5	1.4	6.5	3.2	69.2	8.8
Queue Length 50th (m)	1.9	93.2	58.9	0.0	2.3	2.4	83.8	0.0
Queue Length 95th (m)	14.0	#158.1	77.9	0.0	m2.6	m2.7	#112.2	17.4
Internal Link Dist (m)			346.0			54.5	162.9	
Turn Bay Length (m)		300.0		60.0				30.0
Base Capacity (vph)	791	306	623	447	720	1481	677	426
Starvation Cap Reductn	0	0	0	0	103	218	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.99	0.66	0.26	0.70	0.70	0.87	0.37

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

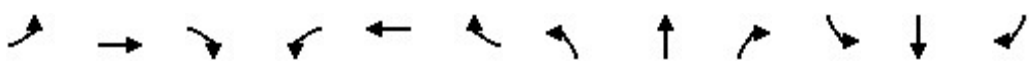
dl Defacto Left Lane. Recode with 1 though lane as a left lane.

HCM Signalized Intersection Capacity Analysis

1: Taylor Way & Hwy 1

2040 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗	↗	↗↗	↗	↗	↗↗			↗↗	↗
Traffic Volume (vph)	0	0	130	579	103	110	816	429	0	0	558	151
Future Volume (vph)	0	0	130	579	103	110	816	429	0	0	558	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Lane Util. Factor			1.00	0.91	0.91	1.00	0.91	0.91			0.95	1.00
Frpb, ped/bikes			1.00	1.00	1.00	0.93	1.00	1.00			1.00	0.97
Flpb, ped/bikes			1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt			0.86	1.00	1.00	0.85	1.00	1.00			1.00	0.85
Flt Protected			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (prot)			1629	1628	3306	1467	1628	3346			3579	1547
Flt Permitted			1.00	0.95	0.96	1.00	0.95	0.98			1.00	1.00
Satd. Flow (perm)			1629	1628	3306	1467	1628	3346			3579	1547
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	137	609	108	116	859	452	0	0	587	159
RTOR Reduction (vph)	0	0	70	0	0	94	0	0	0	0	0	129
Lane Group Flow (vph)	0	0	67	304	413	22	429	882	0	0	587	30
Confl. Peds. (#/hr)	17					17	6		1	1		6
Confl. Bikes (#/hr)												1
Heavy Vehicles (%)	2%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%
Turn Type			Perm	Split	NA	Perm	Split	NA			NA	Perm
Protected Phases				4	4		3	3			2	
Permitted Phases			3			4						2
Actuated Green, G (s)			62.0	26.4	26.4	26.4	62.0	62.0			26.5	26.5
Effective Green, g (s)			62.0	26.4	26.4	26.4	62.0	62.0			26.5	26.5
Actuated g/C Ratio			0.44	0.19	0.19	0.19	0.44	0.44			0.19	0.19
Clearance Time (s)			6.0	6.6	6.6	6.6	6.0	6.0			12.5	12.5
Vehicle Extension (s)			3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)			721	306	623	276	720	1481			677	292
v/s Ratio Prot				c0.19	0.12		0.26	c0.26			c0.16	
v/s Ratio Perm			0.04			0.01						0.02
v/c Ratio			0.09	0.99	0.95dl	0.08	0.60	0.60			0.87	0.10
Uniform Delay, d1			22.7	56.7	52.7	46.8	29.5	29.5			55.0	46.9
Progression Factor			1.00	1.00	1.00	1.00	0.13	0.07			1.00	1.00
Incremental Delay, d2			0.1	49.4	2.7	0.1	0.6	0.3			11.3	0.2
Delay (s)			22.7	106.1	55.3	46.9	4.5	2.3			66.4	47.1
Level of Service			C	F	E	D	A	A			E	D
Approach Delay (s)		22.7			72.7			3.0			62.2	
Approach LOS		C			E			A			E	
Intersection Summary												
HCM 2000 Control Delay			37.7									
HCM 2000 Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			140.0									
Intersection Capacity Utilization			76.1%									
Analysis Period (min)			15									
dl Defacto Left Lane. Recode with 1 though lane as a left lane.												
c Critical Lane Group												

Queues
2: Taylor Way & Hwy 1

2040 Total PM
12-23-2025



Lane Group	EBL	EBR	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	163	573	1163	700	364	988
v/c Ratio	0.89	0.96	0.88	0.88	0.47	0.61
Control Delay	103.5	38.6	58.7	26.7	4.1	3.9
Queue Delay	0.0	0.0	0.0	0.0	2.1	1.3
Total Delay	103.5	38.6	58.7	26.7	6.2	5.2
Queue Length 50th (m)	45.3	25.0	113.9	55.1	7.2	9.9
Queue Length 95th (m)	#86.2	#100.0	132.1	#135.0	m10.7	m13.9
Internal Link Dist (m)			26.4			54.5
Turn Bay Length (m)	130.0					
Base Capacity (vph)	184	598	1322	791	776	1632
Starvation Cap Reductn	0	0	0	0	272	409
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.96	0.88	0.88	0.72	0.81

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

HCM Signalized Intersection Capacity Analysis

2: Taylor Way & Hwy 1

2040 Total PM

12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	0	544	0	0	0	0	1105	665	384	901	0
Future Volume (vph)	155	0	544	0	0	0	0	1105	665	384	901	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Lane Util. Factor	1.00		1.00					0.91	1.00	0.91	0.91	
Frpb, ped/bikes	1.00		0.98					1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00		1.00					1.00	1.00	1.00	1.00	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1789		1577					5142	1576	1628	3421	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1789		1577					5142	1576	1628	3421	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	163	0	573	0	0	0	0	1163	700	404	948	0
RTOR Reduction (vph)	0	0	436	0	0	0	0	0	386	0	0	0
Lane Group Flow (vph)	163	0	137	0	0	0	0	1163	314	364	988	0
Confl. Peds. (#/hr)			1	1			6		1	1		6
Turn Type	Prot		Perm					NA	Perm	Split	NA	
Protected Phases	7							8		6	6	
Permitted Phases			7						8			
Actuated Green, G (s)	14.4		14.4					36.0	36.0	66.8	66.8	
Effective Green, g (s)	14.4		14.4					36.0	36.0	66.8	66.8	
Actuated g/C Ratio	0.10		0.10					0.26	0.26	0.48	0.48	
Clearance Time (s)	5.6		5.6					12.0	12.0	5.2	5.2	
Vehicle Extension (s)	3.0		3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	184		162					1322	405	776	1632	
v/s Ratio Prot	c0.09							c0.23		0.22	c0.29	
v/s Ratio Perm			0.09						0.20			
v/c Ratio	0.89		0.85					0.88	0.77	0.47	0.61	
Uniform Delay, d1	62.0		61.7					49.9	48.2	24.7	26.9	
Progression Factor	1.00		1.00					1.00	1.00	0.11	0.10	
Incremental Delay, d2	36.0		31.2					7.0	9.0	0.3	0.4	
Delay (s)	98.0		92.9					56.9	57.2	3.0	3.2	
Level of Service	F		F					E	E	A	A	
Approach Delay (s)		94.1			0.0			57.0			3.2	
Approach LOS		F			A			E			A	
Intersection Summary												
HCM 2000 Control Delay			45.5					HCM 2000 Level of Service			D	
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			140.0					Sum of lost time (s)		36.7		
Intersection Capacity Utilization			80.5%					ICU Level of Service		D		
Analysis Period (min)			15									
c Critical Lane Group												

Queues
3: Taylor Way & Inglewood Ave

2040 Total PM
12-23-2025



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	259	81	121	90	92	1573	131	1195	135
v/c Ratio	0.88	0.16	0.54	0.21	0.31	0.82	0.65	0.59	0.15
Control Delay	71.6	11.1	46.9	8.5	9.8	25.4	34.4	18.0	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.6	11.1	46.9	8.5	9.8	25.4	34.4	18.0	2.8
Queue Length 50th (m)	55.0	1.7	23.3	0.0	6.6	144.6	12.1	91.6	0.4
Queue Length 95th (m)	#99.6	13.7	42.8	12.4	12.2	176.2	#34.9	113.5	9.1
Internal Link Dist (m)	35.4		300.0			212.6		184.4	
Turn Bay Length (m)		20.0		30.0	30.0		30.0		60.0
Base Capacity (vph)	321	535	249	472	310	2043	216	2055	921
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.15	0.49	0.19	0.30	0.77	0.61	0.58	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2040 Total PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	216	35	79	63	54	87	89	1467	59	127	1159	131
Future Volume (vph)	216	35	79	63	54	87	89	1467	59	127	1159	131
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97		1.00	0.98	1.00	1.00		1.00	1.00	0.94
Flpb, ped/bikes		0.99	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)		1795	1869		1826	1568	1788	3558		1789	3579	1509
Flt Permitted		0.67	1.00		0.51	1.00	0.16	1.00		0.07	1.00	1.00
Satd. Flow (perm)		1246	1869		964	1568	301	3558		125	3579	1509
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	223	36	81	65	56	90	92	1512	61	131	1195	135
RTOR Reduction (vph)	0	0	54	0	0	69	0	2	0	0	0	58
Lane Group Flow (vph)	0	259	27	0	121	21	92	1571	0	131	1195	77
Confl. Peds. (#/hr)	7		12	12		7	14					14
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4		4	4		4	2			6		6
Actuated Green, G (s)		25.3	25.3		25.3	25.3	65.4	58.9		68.6	60.5	60.5
Effective Green, g (s)		25.3	25.3		25.3	25.3	65.4	58.9		68.6	60.5	60.5
Actuated g/C Ratio		0.23	0.23		0.23	0.23	0.60	0.54		0.63	0.56	0.56
Clearance Time (s)		5.7	5.7		5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)		3.0	3.0		3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)		290	436		224	365	270	1933		203	1997	842
v/s Ratio Prot							0.02	c0.44		c0.05	0.33	
v/s Ratio Perm		c0.21	0.01		0.13	0.01	0.18			0.36		0.05
v/c Ratio		0.89	0.06		0.54	0.06	0.34	0.81		0.65	0.60	0.09
Uniform Delay, d1		40.2	32.3		36.4	32.3	11.1	20.2		20.1	15.9	11.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2		27.3	0.1		2.6	0.1	1.0	2.9		6.9	0.5	0.0
Delay (s)		67.5	32.4		39.1	32.4	12.1	23.1		27.0	16.4	11.2
Level of Service		E	C		D	C	B	C		C	B	B
Approach Delay (s)		59.1			36.2			22.5			16.9	
Approach LOS		E			D			C			B	
Intersection Summary												
HCM 2000 Control Delay		24.4										
HCM 2000 Volume to Capacity ratio		0.82										
Actuated Cycle Length (s)		108.4								16.1		
Intersection Capacity Utilization		84.0%								E		
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

2040 Total PM

4: Taylor Way & Access

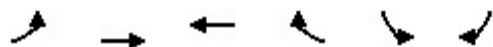
12-23-2025

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	41	0	1770	1376	70
Future Volume (Veh/h)	0	41	0	1770	1376	70
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	45	0	1924	1496	76
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)				208	110	
pX, platoon unblocked	0.72	0.79	0.79			
vC, conflicting volume	2496	786	1572			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	997	199	1193			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	93	100			
cM capacity (veh/h)	174	639	459			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1	SB 2	
Volume Total	45	962	962	997	575	
Volume Left	0	0	0	0	0	
Volume Right	45	0	0	0	76	
cSH	639	1700	1700	1700	1700	
Volume to Capacity	0.07	0.57	0.57	0.59	0.34	
Queue Length 95th (m)	1.7	0.0	0.0	0.0	0.0	
Control Delay (s)	11.1	0.0	0.0	0.0	0.0	
Lane LOS	B					
Approach Delay (s)	11.1	0.0		0.0		
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			52.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

5: Inglewood Ave & Access

2040 Total PM
12-23-2025



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	255	240	33	75	5
Future Volume (Veh/h)	4	255	240	33	75	5
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Hourly flow rate (vph)	5	293	276	38	86	6
Pedestrians					1	
Lane Width (m)					3.7	
Walking Speed (m/s)					1.1	
Percent Blockage					0	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (m)			59			
pX, platoon unblocked	0.98				0.98	0.98
vC, conflicting volume	315				599	296
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	294				583	274
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				81	99
cM capacity (veh/h)	1244				464	750
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	298	314	92			
Volume Left	5	0	86			
Volume Right	0	38	6			
cSH	1244	1700	476			
Volume to Capacity	0.00	0.18	0.19			
Queue Length 95th (m)	0.1	0.0	5.4			
Control Delay (s)	0.2	0.0	14.4			
Lane LOS	A		B			
Approach Delay (s)	0.2	0.0	14.4			
Approach LOS			B			
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			27.7%		ICU Level of Service	
Analysis Period (min)			15		A	

Queues
3: Taylor Way & Inglewood Ave

2030 Total AM
12-23-2025



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	201	51	105	123	74	1008	177	1452	185
v/c Ratio	0.43	0.08	0.52	0.36	0.47	0.73	0.60	0.85	0.23
Control Delay	27.8	17.7	52.7	5.9	25.0	31.5	23.0	31.5	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	27.8	17.7	52.7	5.9	25.0	31.5	23.0	31.5	9.0
Queue Length 50th (m)	30.8	5.0	20.8	0.0	6.3	85.1	16.2	132.8	7.8
Queue Length 95th (m)	47.9	12.9	37.9	8.8	#19.8	146.0	39.9	#230.5	25.7
Internal Link Dist (m)		39.9	300.0			212.6		184.4	
Turn Bay Length (m)				30.0	30.0		30.0		60.0
Base Capacity (vph)	505	895	373	507	159	1556	369	1855	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.06	0.28	0.24	0.47	0.65	0.48	0.78	0.22

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Total AM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	33	15	57	43	117	70	916	42	168	1379	176
Future Volume (vph)	191	33	15	57	43	117	70	916	42	168	1379	176
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	5.7			5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99			1.00	0.98	1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.95			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1783	1785			1826	1565	1789	3550		1789	3579	1549
Flt Permitted	0.52	1.00			0.79	1.00	0.10	1.00		0.13	1.00	1.00
Satd. Flow (perm)	979	1785			1492	1565	182	3550		241	3579	1549
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	201	35	16	60	45	123	74	964	44	177	1452	185
RTOR Reduction (vph)	0	11	0	0	0	106	0	2	0	0	0	60
Lane Group Flow (vph)	201	40	0	0	105	17	74	1006	0	177	1452	125
Confl. Peds. (#/hr)	8		5	5		8	5		4	4		5
Confl. Bikes (#/hr)			1			1						
Turn Type	pm+pt	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	4			8		5	2		1	6	
Permitted Phases	4			8		8	2			6		6
Actuated Green, G (s)	34.5	34.5			14.0	14.0	45.0	41.4		57.4	48.6	48.6
Effective Green, g (s)	34.5	34.5			14.0	14.0	45.0	41.4		57.4	48.6	48.6
Actuated g/C Ratio	0.34	0.34			0.14	0.14	0.44	0.40		0.56	0.47	0.47
Clearance Time (s)	4.5	5.7			5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)	3.0	3.0			3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)	453	599			203	213	135	1429		297	1692	732
v/s Ratio Prot	c0.07	0.02					0.02	0.28		c0.06	c0.41	
v/s Ratio Perm	c0.08				0.07	0.01	0.22			0.27		0.08
v/c Ratio	0.44	0.07			0.52	0.08	0.55	0.70		0.60	0.86	0.17
Uniform Delay, d1	25.7	23.2			41.3	38.8	21.2	25.6		15.9	24.0	15.5
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.7	0.0			2.2	0.2	5.6	1.7		3.2	4.6	0.1
Delay (s)	26.4	23.3			43.5	38.9	26.8	27.3		19.1	28.6	15.7
Level of Service	C	C			D	D	C	C		B	C	B
Approach Delay (s)		25.8			41.0			27.3			26.4	
Approach LOS		C			D			C			C	
Intersection Summary												
HCM 2000 Control Delay		27.6										
HCM 2000 Volume to Capacity ratio		0.73										
Actuated Cycle Length (s)		102.8								20.6		
Intersection Capacity Utilization		74.6%										
Analysis Period (min)		15										
c Critical Lane Group												

Queues

3: Taylor Way & Inglewood Ave

2030 Total PM

12-23-2025



Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	197	107	110	81	82	1425	119	1077	126
v/c Ratio	0.71	0.26	0.35	0.20	0.25	0.77	0.49	0.52	0.14
Control Delay	51.1	14.4	36.5	8.7	8.9	22.5	17.1	15.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	14.4	36.5	8.7	8.9	22.5	17.1	15.0	2.7
Queue Length 50th (m)	36.3	5.1	18.6	0.0	4.8	104.3	7.1	65.0	0.0
Queue Length 95th (m)	61.9	18.8	34.5	11.5	12.1	164.7	23.0	99.1	8.5
Internal Link Dist (m)		35.4	300.0			212.6		184.4	
Turn Bay Length (m)				30.0	30.0		30.0		60.0
Base Capacity (vph)	424	593	484	572	331	2170	295	2353	1036
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.18	0.23	0.14	0.25	0.66	0.40	0.46	0.12
Intersection Summary									

HCM Signalized Intersection Capacity Analysis

3: Taylor Way & Inglewood Ave

2030 Total PM
12-23-2025

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	191	31	73	57	49	79	80	1328	54	115	1045	122
Future Volume (vph)	191	31	73	57	49	79	80	1328	54	115	1045	122
Ideal Flow (vphpl)	1900	1900	2300	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.7	5.7			5.7	5.7	5.2	5.2		5.2	5.2	5.2
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.98			1.00	0.98	1.00	1.00		1.00	1.00	0.95
Flpb, ped/bikes	0.99	1.00			0.99	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89			1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.97	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1779	1646			1824	1572	1788	3557		1789	3579	1520
Flt Permitted	0.69	1.00			0.78	1.00	0.21	1.00		0.08	1.00	1.00
Satd. Flow (perm)	1285	1646			1469	1572	398	3557		156	3579	1520
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	197	32	75	59	51	81	82	1369	56	119	1077	126
RTOR Reduction (vph)	0	59	0	0	0	64	0	2	0	0	0	54
Lane Group Flow (vph)	197	48	0	0	110	17	82	1423	0	119	1077	72
Confl. Peds. (#/hr)	6		11	11		6	13					13
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases		4			4		5	2		1	6	
Permitted Phases	4			4		4	2			6		6
Actuated Green, G (s)	20.5	20.5			20.5	20.5	55.8	51.0		62.8	54.5	54.5
Effective Green, g (s)	20.5	20.5			20.5	20.5	55.8	51.0		62.8	54.5	54.5
Actuated g/C Ratio	0.21	0.21			0.21	0.21	0.58	0.53		0.65	0.57	0.57
Clearance Time (s)	5.7	5.7			5.7	5.7	5.2	5.2		5.2	5.2	5.2
Vehicle Extension (s)	3.0	3.0			3.0	3.0	4.0	4.0		3.0	3.0	3.0
Lane Grp Cap (vph)	274	351			314	336	301	1891		243	2033	863
v/s Ratio Prot		0.03					0.01	c0.40		c0.04	c0.30	
v/s Ratio Perm	c0.15				0.07	0.01	0.14			0.28		0.05
v/c Ratio	0.72	0.14			0.35	0.05	0.27	0.75		0.49	0.53	0.08
Uniform Delay, d1	35.0	30.5			32.0	30.0	9.5	17.5		13.4	12.8	9.4
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	8.7	0.2			0.7	0.1	0.7	1.8		1.6	0.3	0.0
Delay (s)	43.7	30.7			32.7	30.0	10.1	19.4		14.9	13.0	9.4
Level of Service	D	C			C	C	B	B		B	B	A
Approach Delay (s)		39.2			31.6			18.9			12.9	
Approach LOS		D			C			B			B	
Intersection Summary												
HCM 2000 Control Delay			19.1	HCM 2000 Level of Service			B					
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			95.9	Sum of lost time (s)			16.1					
Intersection Capacity Utilization			77.1%	ICU Level of Service			D					
Analysis Period (min)			15									
c Critical Lane Group												

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	1.7	1.5	4.6	0.1	0.0	0.5	2.7	0.9
Total Del/Veh (s)	15.1	215.8	126.6	77.5	8.9	7.7	51.7	10.5	68.6

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.0	0.9	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	68.6	20.8	52.0	5.1	5.9	6.8	23.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.4	3.7	2.5	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	40.3	23.9	25.8	29.6	32.0	16.7	21.5	16.2	13.5	36.7	13.9	6.7

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	17.9

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	21.8	6.8	0.5	0.2	3.4

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	9.6	7.1	0.9	0.6	23.1	9.3	4.4

Total Network Performance

Denied Del/Veh (s)	1.1
Total Del/Veh (s)	77.1

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	35.2	260.6	290.1	263.8	51.9	21.1	22.8	14.9	150.6	131.3	55.0
Average Queue (m)	19.9	185.3	212.9	178.4	23.3	10.8	11.6	4.6	110.3	93.9	34.0
95th Queue (m)	35.6	310.3	332.2	304.1	61.4	22.9	25.5	14.7	159.4	144.9	74.2
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)			3	3					0		
Queuing Penalty (veh)			0	0					0		
Storage Bay Dist (m)		300.0			20.0						30.0
Storage Blk Time (%)		0	6	39	3					33	1
Queuing Penalty (veh)		0	17	48	2					78	5

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	85.9	134.6	47.1	47.0	47.4	41.8	48.5	52.5	62.7	12.4	32.6	31.2
Average Queue (m)	50.1	82.2	45.6	46.4	41.8	15.2	26.5	33.6	42.5	4.1	17.5	16.1
95th Queue (m)	93.5	150.8	50.3	48.4	49.7	43.6	54.0	60.6	75.9	15.1	35.3	33.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			48	53	43	3	4	4	13			
Queuing Penalty (veh)			149	164	136	11	16	16	52			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)		3										
Queuing Penalty (veh)		6										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	40.3	12.4	41.1	34.2	19.2	70.3	89.5	48.4	100.7	101.6	64.7
Average Queue (m)	34.0	2.4	20.7	20.8	9.1	39.7	63.9	29.9	56.6	60.8	25.0
95th Queue (m)	46.8	13.1	44.0	38.8	20.0	71.9	95.4	55.5	105.2	107.3	69.4
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	21										
Queuing Penalty (veh)	58										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	45		5	3	0	6		14	16	6	0
Queuing Penalty (veh)	5		6	3	0	4		98	27	10	2

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	B6	B6
Directions Served	R	T	T	T	T
Maximum Queue (m)	11.0	39.9	87.5	5.0	18.1
Average Queue (m)	5.0	7.7	29.1	0.7	2.6
95th Queue (m)	13.2	44.9	92.8	6.6	22.7
Link Distance (m)	57.6	186.8	186.8	31.4	31.4
Upstream Blk Time (%)					0
Queuing Penalty (veh)					1
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	33.9	14.6
Average Queue (m)	11.8	6.5
95th Queue (m)	35.2	16.7
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 914

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	1.0	1.1	3.6	0.0	0.0	0.3	3.0	0.6
Total Del/Veh (s)	7.5	198.6	103.3	35.0	12.6	4.6	42.0	3.7	62.7

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.2	0.8	6.6	4.9	0.0	0.0	3.1
Total Del/Veh (s)	60.0	5.1	53.1	6.5	4.4	5.5	22.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.4	3.9	2.3	0.6	0.7	0.0	0.0	0.0
Total Del/Veh (s)	40.7	35.4	12.7	37.6	40.5	24.2	20.3	25.8	31.6	27.9	10.6	3.9

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	21.3

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	2.1	0.0	0.0	1.1
Total Del/Veh (s)	10.2	28.1	0.3	0.1	15.9

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.6	5.3	0.0	0.0	0.1	0.1	2.4
Total Del/Veh (s)	20.8	17.0	1.0	0.7	24.7	21.9	9.5

Total Network Performance

Denied Del/Veh (s)	4.0
Total Del/Veh (s)	84.7

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	19.5	260.8	281.3	250.5	28.8	23.1	21.7	9.3	93.7	80.4	41.0
Average Queue (m)	11.2	177.7	201.4	150.3	11.9	12.8	12.8	2.6	67.7	50.2	10.4
95th Queue (m)	21.7	294.5	311.0	290.5	29.2	26.6	24.5	9.6	98.0	83.7	40.6
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)			2	1							
Queuing Penalty (veh)			0	0							
Storage Bay Dist (m)		300.0			20.0						30.0
Storage Blk Time (%)		0	4	22	1					11	0
Queuing Penalty (veh)		0	11	23	0					16	0

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	60.3	44.7	49.2	48.4	48.2	50.7	63.0	55.2	63.9	10.0	22.0	23.5
Average Queue (m)	39.5	21.8	47.0	47.0	42.3	33.6	46.9	43.3	51.1	3.1	11.4	11.2
95th Queue (m)	65.6	51.2	49.9	49.4	50.8	60.7	72.2	62.0	76.6	10.2	23.8	24.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			66	67	48	11	28	15	28			
Queuing Penalty (veh)			266	269	194	43	152	78	149			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	33.8	27.5	40.0	30.8	36.7	141.4	166.3	32.8	63.2	71.5	32.2
Average Queue (m)	28.4	12.2	22.0	16.3	12.0	78.1	107.6	16.6	34.2	40.8	8.7
95th Queue (m)	40.8	30.7	44.6	33.4	32.9	145.9	187.1	33.5	66.7	75.9	35.0
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	25	0					1				
Queuing Penalty (veh)	69	0					0				
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	43	0	5	1	0	14		1	8	2	0
Queuing Penalty (veh)	28	1	4	1	1	9		6	9	3	0

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	B6	B6
Directions Served	R	T	T	T	T
Maximum Queue (m)	13.8	153.9	178.8	1.0	34.8
Average Queue (m)	6.4	66.3	97.3	0.1	5.0
95th Queue (m)	15.0	178.6	212.4	2.0	31.8
Link Distance (m)	57.6	186.8	186.8	31.4	31.4
Upstream Blk Time (%)		1	6		0
Queuing Penalty (veh)		4	42		1
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	43.4	12.3
Average Queue (m)	16.9	5.6
95th Queue (m)	57.4	14.0
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)	6	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1381

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.5	0.2	2.5	0.0	0.0	0.6	3.0	0.6
Total Del/Veh (s)	12.4	160.4	86.5	25.9	7.1	5.9	74.4	17.5	60.5

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.9	1.0	0.0	0.0	0.0	0.1	0.4
Total Del/Veh (s)	53.0	19.9	53.6	3.4	8.7	9.4	23.6

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.4	3.8	2.6	0.3	0.4	0.0	0.0	0.0
Total Del/Veh (s)	35.2	18.9	14.2	29.5	25.9	14.3	29.0	18.4	14.8	24.3	15.9	7.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.2

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	18.5	20.3	0.6	0.1	9.1

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	6.6	7.7	0.9	0.6	8.7	5.6	3.9

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	75.6

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	33.0	228.6	249.0	211.6	54.0	12.7	16.9	9.5	153.6	135.5	55.0
Average Queue (m)	15.4	152.1	180.4	146.5	19.9	5.9	7.7	3.4	126.4	108.5	36.2
95th Queue (m)	32.9	257.9	272.8	250.7	58.1	14.6	18.4	11.4	174.1	161.8	77.0
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)									3	1	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)			1	7						46	1
Queuing Penalty (veh)			2	9						102	2

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	72.2	136.7	48.1	35.3	50.8	45.6	65.6	52.0	18.0	28.6	36.9	35.0
Average Queue (m)	46.3	85.2	46.1	31.6	46.9	23.6	53.9	35.0	2.9	12.1	23.5	18.3
95th Queue (m)	80.3	146.3	53.3	36.3	53.4	50.5	68.2	60.2	19.5	26.6	38.0	34.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			63	18	53	4	44	6	0			
Queuing Penalty (veh)			206	60	175	15	191	28	1			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)		2										
Queuing Penalty (veh)		4										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	44.6	12.6	30.8	31.9	38.2	79.1	80.0	54.8	111.5	118.6	59.4
Average Queue (m)	31.7	2.0	17.6	17.1	17.3	54.1	55.5	32.0	67.8	72.6	30.5
95th Queue (m)	51.1	12.3	34.4	31.4	43.3	83.5	86.6	63.1	108.9	114.1	76.7
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	14										
Queuing Penalty (veh)	36										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	38	0	3	1	0	23		2	20	10	0
Queuing Penalty (veh)	4	0	3	1	0	14		15	35	19	3

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	SB	B6	B6
Directions Served	R	T	T	T	T	T
Maximum Queue (m)	11.6	129.0	111.2	0.9	1.7	36.2
Average Queue (m)	4.8	69.0	51.2	0.1	0.2	7.9
95th Queue (m)	13.6	151.5	143.5	1.9	3.5	41.0
Link Distance (m)	57.6	186.8	186.8	46.2	31.4	31.4
Upstream Blk Time (%)		1	1			0
Queuing Penalty (veh)		5	6			2
Storage Bay Dist (m)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	34.3	3.2	11.6
Average Queue (m)	11.4	0.6	5.5
95th Queue (m)	40.7	5.3	14.0
Link Distance (m)	72.4	35.5	52.5
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 938

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.4	0.5	2.9	0.0	0.0	0.4	3.2	0.5
Total Del/Veh (s)	9.1	143.1	48.6	8.5	5.3	2.5	65.8	7.8	49.6

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.5	0.9	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	50.2	4.5	48.9	5.5	8.7	8.0	20.6

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.5	3.9	2.6	0.4	0.6	0.0	0.0	0.0
Total Del/Veh (s)	37.7	32.3	19.2	30.2	14.7	24.3	25.7	22.6	29.8	22.6	10.3	5.1

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	18.8

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	1.9	0.0	0.0	1.0
Total Del/Veh (s)	20.5	47.0	0.4	0.2	25.2

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.1	0.0	0.1	0.1	0.2
Total Del/Veh (s)	1.8	8.4	1.3	0.6	4.8	9.3	4.9

Total Network Performance

Denied Del/Veh (s)	1.5
Total Del/Veh (s)	79.9

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	R
Maximum Queue (m)	22.1	203.7	201.3	183.2	21.1	6.3	14.1	114.4	78.6	54.9
Average Queue (m)	14.2	149.4	172.6	124.9	10.6	0.9	6.8	82.5	69.1	24.9
95th Queue (m)	23.0	209.0	203.9	198.5	20.9	4.5	13.3	107.3	88.9	67.0
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	169.3	169.3	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)		300.0			60.0					30.0
Storage Blk Time (%)				0					31	
Queuing Penalty (veh)				0					45	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	52.3	43.5	46.8	36.9	47.7	47.9	65.2	53.7	50.2	20.3	26.2	27.0
Average Queue (m)	32.6	19.5	46.7	31.3	44.6	36.4	53.7	37.9	9.6	7.1	16.7	13.2
95th Queue (m)	48.1	44.3	46.8	32.6	56.4	59.1	77.2	63.8	29.8	20.1	25.6	23.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			64	27	54	13	49	2	1			
Queuing Penalty (veh)			274	116	229	57	281	12	4			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	45.7	27.9	28.7	21.8	44.8	95.1	125.5	20.3	60.2	63.8	17.8
Average Queue (m)	32.4	13.2	16.8	15.2	26.2	69.9	83.3	15.1	35.0	41.0	6.7
95th Queue (m)	47.1	32.8	33.5	23.1	53.3	97.5	127.4	22.8	58.0	63.9	14.2
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	18	0									
Queuing Penalty (veh)	53	0									
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	45	5	0		0	21			9	1	
Queuing Penalty (veh)	30	9	0		0	15			11	1	

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	B6
Directions Served	R	T	T	T
Maximum Queue (m)	15.6	192.8	191.1	57.2
Average Queue (m)	6.9	137.1	137.1	8.2
95th Queue (m)	17.5	242.0	237.9	41.2
Link Distance (m)	57.6	186.8	186.8	31.4
Upstream Blk Time (%)		5	7	
Queuing Penalty (veh)		39	60	
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	72.3	20.9	8.9
Average Queue (m)	24.2	3.0	4.4
95th Queue (m)	73.1	15.0	11.1
Link Distance (m)	72.4	31.0	52.5
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1236

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.4	0.2	2.4	0.0	0.0	1.0	3.2	0.7
Total Del/Veh (s)	14.3	165.9	81.6	14.9	7.1	5.5	75.1	19.4	61.2

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.0	1.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	54.9	21.4	52.2	3.0	8.5	10.8	23.8

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.3	3.9	2.5	0.4	0.5	0.0	0.0	0.0
Total Del/Veh (s)	32.7	30.2	23.4	27.6	30.3	10.8	32.0	18.5	15.4	26.3	16.3	7.2

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	18.8

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.6	11.9	0.7	0.3	5.5

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	2.9	6.3	1.2	1.2	8.1	3.2	3.9

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	74.5

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	33.5	231.9	248.6	219.3	37.3	14.6	16.1	11.7	152.9	139.2	55.0
Average Queue (m)	19.1	159.2	182.5	149.1	15.6	6.0	5.9	3.7	127.3	113.6	37.0
95th Queue (m)	35.5	239.2	257.0	228.3	46.7	15.0	15.0	11.7	177.1	166.5	76.9
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)									4	3	
Queuing Penalty (veh)									0	0	
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)			0	8						48	0
Queuing Penalty (veh)			1	10						107	1

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	75.3	144.2	49.2	40.6	49.5	40.3	63.0	51.2	15.2	23.3	37.7	39.2
Average Queue (m)	48.0	89.9	46.3	33.4	46.0	15.8	50.6	29.7	1.8	10.1	26.1	24.7
95th Queue (m)	91.1	167.3	50.5	41.3	55.5	42.4	72.0	58.9	15.1	25.5	41.0	42.9
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)		0	58	25	51	3	32	4	0			
Queuing Penalty (veh)		0	193	82	171	10	141	19	1			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)		3										
Queuing Penalty (veh)		5										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	48.3	22.3	34.5	29.8	43.4	82.8	86.0	54.7	106.1	106.8	64.8
Average Queue (m)	37.6	5.0	17.2	15.5	21.3	53.0	51.6	34.7	69.5	72.5	23.8
95th Queue (m)	52.4	21.1	35.5	29.6	46.0	84.2	87.6	62.4	112.9	113.0	68.1
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	18										
Queuing Penalty (veh)	49										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	44	0	2	0	2	21		3	20	10	0
Queuing Penalty (veh)	7	0	3	0	10	16		25	36	18	2

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	SB	SB	B6
Directions Served	R	T	T	T	TR	T
Maximum Queue (m)	13.3	100.1	95.2	0.8	3.0	29.6
Average Queue (m)	5.9	46.3	28.4	0.1	0.7	7.7
95th Queue (m)	15.1	110.0	93.8	1.6	5.8	39.7
Link Distance (m)	57.6	186.8	186.8	46.2	46.2	31.4
Upstream Blk Time (%)		0	0			0
Queuing Penalty (veh)		0	0			3
Storage Bay Dist (m)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	36.4	5.4	15.9
Average Queue (m)	12.3	1.3	9.2
95th Queue (m)	36.9	10.0	16.4
Link Distance (m)	72.4	35.5	52.5
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 909

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.5	0.2	2.3	0.0	0.0	0.2	3.0	0.4
Total Del/Veh (s)	6.3	114.9	45.0	11.0	7.4	2.2	71.9	9.8	45.4

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.1	0.6	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	57.6	3.9	46.1	4.2	6.4	8.8	20.6

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.4	3.9	2.2	2.7	2.8	0.0	0.0	0.0
Total Del/Veh (s)	41.1	31.1	31.9	24.1	38.3	28.3	75.8	73.0	71.2	26.9	17.7	8.1

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	1.3
Total Del/Veh (s)	44.3

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	18.3	0.0	0.0	10.0
Total Del/Veh (s)	13.9	61.9	0.6	0.2	33.8

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	16.2	30.0	4.4	12.0	29.3	2.0	19.5

Total Network Performance

Denied Del/Veh (s)	8.2
Total Del/Veh (s)	101.0

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	R
Maximum Queue (m)	15.3	161.1	175.8	167.3	27.1	8.0	15.9	122.2	111.9	55.0
Average Queue (m)	9.2	125.4	142.0	90.0	13.6	5.9	6.5	94.3	78.4	15.7
95th Queue (m)	17.1	165.8	178.5	170.2	24.0	10.4	13.8	134.7	122.7	56.5
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	169.3	169.3	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)		300.0			60.0					30.0
Storage Blk Time (%)				0					31	
Queuing Penalty (veh)				0					44	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	46.3	47.9	46.8	31.4	47.7	59.1	68.5	46.2	34.9	12.2	21.5	21.7
Average Queue (m)	34.2	16.1	46.7	31.2	47.4	24.5	57.3	27.5	1.5	5.4	16.5	13.8
95th Queue (m)	46.2	43.4	46.8	31.6	48.1	51.0	70.8	51.7	7.7	12.5	23.4	23.8
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			64	16	52	5	57	1				
Queuing Penalty (veh)			278	70	225	23	332	3				
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	47.4	28.0	51.3	37.9	44.9	228.3	228.3	54.6	89.2	97.7	64.9
Average Queue (m)	39.8	17.6	27.0	15.5	19.0	168.8	158.6	21.1	55.6	58.1	21.0
95th Queue (m)	57.8	34.9	49.1	34.0	45.9	246.3	236.2	47.5	95.7	103.9	65.9
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	44	1				11	9				
Queuing Penalty (veh)	150	0				0	0				
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	55	3	6	0		56		0	19	9	0
Queuing Penalty (veh)	41	7	5	0		46		1	22	11	1

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	SB	B6
Directions Served	R	T	T	TR	T
Maximum Queue (m)	23.6	190.6	193.4	11.1	16.7
Average Queue (m)	9.8	170.6	157.7	1.6	2.4
95th Queue (m)	20.5	236.4	266.0	8.0	12.0
Link Distance (m)	57.6	186.8	186.8	46.2	31.4
Upstream Blk Time (%)		20	16		
Queuing Penalty (veh)		166	131		
Storage Bay Dist (m)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	77.0	27.8	35.0
Average Queue (m)	35.5	12.2	15.6
95th Queue (m)	75.1	30.5	30.7
Link Distance (m)	72.4	31.0	52.5
Upstream Blk Time (%)	3	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1556

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.6	0.1	2.4	0.0	0.0	0.4	2.9	0.5
Total Del/Veh (s)	16.9	134.0	84.6	36.5	6.6	6.0	64.9	12.0	52.3

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.9	1.1	0.0	0.0	0.0	0.0	0.5
Total Del/Veh (s)	83.0	27.2	53.0	3.7	7.9	8.9	27.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.6	0.6	3.6	2.4	0.4	0.3	0.0	0.0	0.0
Total Del/Veh (s)	40.4	27.4	10.2	33.4	28.8	16.4	30.9	18.3	16.0	27.7	19.5	11.0

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.8

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.3	17.9	0.6	0.3	8.2

5: Inglewood Ave & Access Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.3	0.1	0.0	0.1	0.1	0.1
Total Del/Veh (s)	7.7	0.9	0.1	9.8	2.2	4.1

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	75.8

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	34.0	225.7	234.3	219.7	100.0	8.5	14.4	6.9	173.9	146.9	55.0
Average Queue (m)	19.0	140.1	161.6	137.9	26.2	5.9	7.5	3.4	129.0	110.4	33.8
95th Queue (m)	35.5	219.5	241.5	224.5	76.4	10.3	16.4	8.5	173.2	147.6	74.9
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)									2		
Queuing Penalty (veh)									0		
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)				14						39	
Queuing Penalty (veh)				18						92	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	169.5	180.2	54.9	37.9	47.7	55.0	59.0	47.8	23.6	18.9	34.5	33.4
Average Queue (m)	91.8	94.6	47.5	31.3	47.6	25.4	52.9	39.7	3.4	6.9	24.8	20.8
95th Queue (m)	150.0	174.7	53.6	36.6	47.8	43.3	61.9	50.4	17.0	18.6	38.8	36.9
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			70	17	61	7	49	9				
Queuing Penalty (veh)			241	60	210	23	226	43				
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)		15										
Queuing Penalty (veh)		29										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	46.4	26.1	55.6	34.6	44.5	111.7	92.1	54.7	120.2	125.8	65.0
Average Queue (m)	40.4	4.5	25.6	23.3	14.4	64.5	66.3	33.5	80.7	94.9	39.3
95th Queue (m)	51.6	19.4	47.5	32.9	37.2	114.4	104.9	65.1	119.9	136.8	87.7
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	27										
Queuing Penalty (veh)	75										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	46		2	1		21		1	26	17	1
Queuing Penalty (veh)	5		2	1		14		10	48	34	6

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	B6
Directions Served	R	T	T	T
Maximum Queue (m)	9.1	119.1	122.1	58.3
Average Queue (m)	4.6	67.7	49.6	16.5
95th Queue (m)	11.5	117.0	123.8	59.6
Link Distance (m)	57.6	186.8	186.8	31.4
Upstream Blk Time (%)				1
Queuing Penalty (veh)				7
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	35.4	9.0
Average Queue (m)	13.8	7.6
95th Queue (m)	34.6	12.8
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1144

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.5	0.4	2.2	0.0	0.0	0.4	3.4	0.6
Total Del/Veh (s)	4.3	139.3	63.6	8.9	5.6	4.0	54.1	2.8	47.1

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.2	0.7	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	45.7	4.5	49.9	4.9	8.7	6.4	19.6

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.4	3.7	2.3	0.5	0.3	0.0	0.0	0.0
Total Del/Veh (s)	43.1	28.3	15.7	40.1	54.8	21.1	26.2	27.9	29.7	23.9	12.3	4.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.1

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.6	0.0	0.0	0.3
Total Del/Veh (s)	13.2	43.9	0.5	0.4	24.8

5: Inglewood Ave & Access Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.4	0.0	0.0	0.1	0.1	0.2
Total Del/Veh (s)	26.2	1.0	0.6	3.7	3.9	13.5

Total Network Performance

Denied Del/Veh (s)	1.0
Total Del/Veh (s)	79.1

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	16.7	183.5	223.6	203.6	98.4	7.6	13.7	7.0	103.2	79.2	12.2
Average Queue (m)	8.7	149.4	178.1	140.5	11.2	4.3	4.7	1.9	74.0	47.8	1.7
95th Queue (m)	17.2	186.9	221.3	202.9	16.7	9.1	12.8	6.8	99.9	72.4	8.8
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)										12	
Queuing Penalty (veh)										18	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	47.0	37.3	46.8	32.5	47.7	47.9	68.5	54.4	26.3	7.4	26.8	32.7
Average Queue (m)	28.9	11.3	46.7	31.5	46.6	33.9	58.3	37.2	10.3	4.9	16.2	17.0
95th Queue (m)	44.1	34.8	46.8	32.2	50.5	63.4	67.4	65.2	26.8	8.7	30.3	31.6
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			64	20	55	9	57	6				
Queuing Penalty (veh)			287	89	247	40	342	33				
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	40.8	28.0	60.4	37.9	44.8	123.8	118.0	54.5	86.0	89.2	65.0
Average Queue (m)	35.0	11.5	29.9	18.5	10.9	87.2	93.6	26.1	47.0	48.4	13.8
95th Queue (m)	39.6	29.0	53.6	38.4	35.0	139.1	132.1	57.3	83.0	82.7	48.8
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	43	0									
Queuing Penalty (veh)	129	0									
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	62	1	15	0	0	35		5	9	4	0
Queuing Penalty (veh)	43	2	13	0	0	26		27	11	5	1

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (m)	9.1	188.1	206.5
Average Queue (m)	6.4	150.3	138.3
95th Queue (m)	13.2	227.3	242.2
Link Distance (m)	57.6	186.8	186.8
Upstream Blk Time (%)		6	7
Queuing Penalty (veh)		54	58
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	74.1	8.9
Average Queue (m)	42.4	6.4
95th Queue (m)	85.5	13.0
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1426

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.7	0.6	3.1	0.0	0.0	2.4	5.5	1.3
Total Del/Veh (s)	13.6	191.7	87.2	33.5	6.3	5.8	79.9	30.0	70.7

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	4.6	3.2	0.1	0.0	0.0	0.1	1.0
Total Del/Veh (s)	72.5	47.6	51.3	3.3	7.4	10.7	30.9

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.5	0.4	3.8	2.5	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	35.6	22.3	23.3	31.2	30.6	13.1	32.4	20.7	16.2	27.3	18.3	8.7

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	20.5

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	27.3	17.8	0.8	0.4	8.2

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.2	0.1	0.1
Total Del/Veh (s)	12.7	10.8	1.2	0.8	9.9	4.1	5.7

Total Network Performance

Denied Del/Veh (s)	1.9
Total Del/Veh (s)	87.9

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	32.8	249.8	270.9	242.9	38.2	13.5	17.8	12.0	170.6	160.1	55.0
Average Queue (m)	19.4	188.3	209.5	170.4	14.9	4.6	7.2	2.6	143.0	127.1	37.6
95th Queue (m)	37.4	277.2	295.7	258.6	46.9	13.3	16.8	9.0	195.8	188.2	77.2
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)			2	1					10	6	
Queuing Penalty (veh)			0	0					0	0	
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)		0	4	5						49	0
Queuing Penalty (veh)		0	11	7						114	2

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	151.7	225.2	49.5	42.0	49.3	43.6	63.9	54.7	22.0	30.2	41.0	41.1
Average Queue (m)	81.3	153.6	45.8	33.2	46.7	19.8	52.8	36.2	3.7	11.2	26.6	26.6
95th Queue (m)	173.2	284.3	53.7	41.9	53.3	47.7	69.5	64.1	20.7	28.4	42.4	45.0
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)		4	62	21	55	4	42	9	0			
Queuing Penalty (veh)		0	218	75	193	14	199	41	1			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)		23										
Queuing Penalty (veh)		46										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	46.8	23.4	39.7	34.5	41.5	90.0	86.4	54.4	122.5	123.0	65.0
Average Queue (m)	38.1	6.0	20.5	18.4	18.3	59.0	57.9	30.1	78.2	81.0	26.9
95th Queue (m)	52.7	23.1	41.6	35.9	43.1	94.0	92.8	58.1	129.7	131.9	72.4
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	23										
Queuing Penalty (veh)	74										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	49	0	3	2	0	26		3	23	12	1
Queuing Penalty (veh)	8	0	4	2	0	19		21	42	23	4

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	SB	SB	B6	B6
Directions Served	R	T	T	T	TR	T	T
Maximum Queue (m)	19.3	118.8	116.4	0.9	1.5	1.4	11.9
Average Queue (m)	9.5	65.7	49.1	0.1	0.2	0.2	5.0
95th Queue (m)	19.4	136.5	130.7	1.9	3.1	2.9	31.7
Link Distance (m)	57.6	186.8	186.8	46.2	46.2	31.4	31.4
Upstream Blk Time (%)							0
Queuing Penalty (veh)							2
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	40.1	5.8	19.2
Average Queue (m)	17.4	0.8	10.8
95th Queue (m)	50.4	9.0	20.2
Link Distance (m)	72.4	35.5	52.5
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	1	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1121

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.4	0.2	2.1	0.0	0.0	0.4	2.9	0.4
Total Del/Veh (s)	12.2	196.2	131.0	62.0	6.6	3.0	59.8	4.4	70.0

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.3	1.1	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	73.9	5.8	49.5	4.9	8.7	10.4	23.8

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.4	4.0	2.1	0.8	0.4	0.0	0.0	0.0
Total Del/Veh (s)	25.0	25.3	17.9	35.5	45.0	9.2	65.9	64.8	68.5	21.6	14.9	7.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	38.0

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.4	0.0	0.0	2.3
Total Del/Veh (s)	5.2	56.3	0.6	0.4	30.4

5: Inglewood Ave & Access Performance by movement

Movement	EBT	WBT	WBR	SBL	All
Denied Del/Veh (s)	0.2	0.0	0.0	0.2	0.2
Total Del/Veh (s)	7.6	1.1	0.9	8.9	5.3

Total Network Performance

Movement	All
Denied Del/Veh (s)	2.4
Total Del/Veh (s)	107.0

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	41.4	244.1	269.2	238.9	99.9	15.1	14.2	5.6	102.0	90.6	54.9
Average Queue (m)	19.0	186.4	218.5	190.6	19.4	8.2	3.1	0.8	78.9	57.8	28.8
95th Queue (m)	41.0	253.7	273.6	234.8	74.5	16.9	11.6	4.0	97.3	82.6	65.1
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)				13						33	
Queuing Penalty (veh)				14						50	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	83.0	71.8	46.8	31.4	47.7	47.9	66.6	54.6	49.2	38.0	42.0	40.6
Average Queue (m)	60.5	29.0	46.7	30.9	46.2	22.8	57.0	26.2	9.6	14.8	32.7	26.8
95th Queue (m)	88.7	68.0	46.8	32.0	50.0	54.0	67.4	55.7	38.1	38.1	41.6	40.4
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			66	13	49	11	60	3	1			
Queuing Penalty (veh)			305	59	225	48	365	15	4			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	39.8	28.0	34.4	35.1	44.8	228.3	228.3	54.8	94.0	119.6	18.5
Average Queue (m)	35.8	18.3	22.2	15.0	24.0	144.2	148.9	34.4	57.9	64.8	6.6
95th Queue (m)	40.9	32.5	35.0	36.5	54.1	252.7	240.8	67.4	100.6	117.8	19.2
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	25	1				7	4				
Queuing Penalty (veh)	90	0				0	0				
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	41	1	4	0		46		5	16	8	
Queuing Penalty (veh)	32	2	4	0		41		26	20	10	

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (m)	16.1	192.0	198.5
Average Queue (m)	7.4	166.9	162.9
95th Queue (m)	16.1	223.7	240.8
Link Distance (m)	57.6	186.8	186.8
Upstream Blk Time (%)		12	16
Queuing Penalty (veh)		102	136
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	46.8	23.2
Average Queue (m)	23.0	12.0
95th Queue (m)	48.6	20.8
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1548

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.3	0.6	0.3	2.5	0.0	0.0	0.4	2.7	0.5
Total Del/Veh (s)	13.6	228.7	128.7	29.5	5.4	7.9	64.2	15.3	70.7

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.9	1.3	0.0	0.0	0.0	0.1	0.5
Total Del/Veh (s)	94.7	23.1	56.6	4.8	7.7	9.8	27.7

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.9	0.8	3.3	2.4	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	63.4	65.2	42.3	48.2	40.5	25.4	27.0	21.4	11.8	36.4	16.8	10.3

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.1

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.1
Total Del/Veh (s)	19.7	22.8	0.7	0.3	10.9

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	30.3	24.1	0.1	0.0	0.1	0.1	11.7
Total Del/Veh (s)		95.1	6.6	1.4	13.5	17.1	48.7

Total Network Performance

Denied Del/Veh (s)	2.4
Total Del/Veh (s)	94.4

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	41.0	256.6	267.8	237.5	99.9	8.1	14.8	15.5	146.1	133.5	55.0
Average Queue (m)	16.8	207.8	231.2	199.6	24.8	2.2	8.4	6.9	119.8	111.6	54.9
95th Queue (m)	36.7	285.5	296.0	263.5	76.4	8.1	16.3	17.5	157.6	139.2	55.0
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)				14						45	0
Queuing Penalty (veh)				18						109	0

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	98.1	115.0	46.8	45.5	47.7	53.5	58.8	60.2	24.7	35.7	39.7	33.3
Average Queue (m)	83.6	98.0	42.4	39.6	47.4	27.8	51.8	46.9	4.6	16.1	27.7	22.0
95th Queue (m)	99.3	121.5	51.5	48.5	48.1	58.6	59.1	66.2	18.8	36.4	46.5	33.9
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			67	28	64	10	48	22				
Queuing Penalty (veh)			241	101	233	36	232	106				
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	59.5	28.0	58.5	37.9	44.7	96.8	101.6	53.4	121.8	138.9	65.0
Average Queue (m)	50.2	8.0	27.2	24.6	14.1	66.5	58.9	31.4	74.7	83.1	23.2
95th Queue (m)	60.0	28.8	54.2	38.5	36.1	112.2	106.8	56.5	123.0	142.1	66.9
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	76										
Queuing Penalty (veh)	216										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	86		2	10		27		10	20	11	0
Queuing Penalty (veh)	9		3	11		18		77	38	23	2

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (m)	9.0	172.5	170.2
Average Queue (m)	5.8	84.8	80.0
95th Queue (m)	12.2	159.2	175.3
Link Distance (m)	57.6	186.8	186.8
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	77.0	39.7	23.5
Average Queue (m)	67.6	28.0	9.9
95th Queue (m)	98.8	50.6	20.5
Link Distance (m)	72.4	35.5	52.5
Upstream Blk Time (%)	58	6	
Queuing Penalty (veh)	0	19	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1493

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.5	0.2	2.4	0.0	0.0	0.4	3.0	0.5
Total Del/Veh (s)	11.5	216.7	132.3	61.0	6.5	3.7	68.2	7.3	79.4

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	3.0	0.9	0.0	0.0	0.0	0.1	0.3
Total Del/Veh (s)	72.3	6.6	46.2	4.1	10.6	9.0	21.4

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	3.0	0.0	0.7	0.5	3.5	4.0	5.3	5.6	0.0	0.0	0.0
Total Del/Veh (s)	43.0	21.9	15.5	38.8	19.6	23.9	72.4	66.1	75.3	27.0	12.5	7.2

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	2.4
Total Del/Veh (s)	38.4

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	4.9	0.0	0.0	2.5
Total Del/Veh (s)	3.8	55.2	0.4	0.0	28.0

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	5.1	12.9	1.1	1.5	7.3	2.3	6.6

Total Network Performance

Denied Del/Veh (s)	3.9
Total Del/Veh (s)	109.1

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	28.3	273.0	283.4	240.4	100.0	15.3	6.9	13.9	98.6	94.7	55.0
Average Queue (m)	16.0	220.9	241.3	214.8	37.4	8.0	1.7	2.0	92.1	71.3	35.6
95th Queue (m)	26.8	261.2	283.5	256.2	105.8	13.4	6.3	10.0	104.3	92.1	73.1
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)				29						40	
Queuing Penalty (veh)				33						64	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	76.9	39.0	46.8	44.0	53.5	53.6	68.4	57.4	25.1	29.2	39.8	34.5
Average Queue (m)	48.1	30.0	46.3	32.5	49.0	27.5	58.3	26.5	3.6	11.8	25.6	18.1
95th Queue (m)	69.3	50.9	48.0	40.4	52.7	61.2	69.3	62.3	18.1	28.2	42.7	35.3
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			67	12	61	7	62	8				
Queuing Penalty (veh)			313	58	289	32	386	48				
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	34.9	28.0	33.6	34.8	44.9	229.6	242.9	54.6	114.9	118.9	65.0
Average Queue (m)	30.7	17.5	22.7	21.0	24.8	140.6	144.1	23.1	52.6	56.9	22.2
95th Queue (m)	39.1	36.6	37.0	41.7	54.3	269.0	258.3	51.0	109.9	110.2	67.0
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	25	1				22	22				
Queuing Penalty (veh)	79	0				0	0				
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	55	0	3	10		53		8	15	4	0
Queuing Penalty (veh)	40	0	3	12		40		49	20	5	3

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	B6
Directions Served	R	T	T	T
Maximum Queue (m)	9.1	193.6	191.2	57.2
Average Queue (m)	1.3	162.7	155.0	8.2
95th Queue (m)	6.5	211.1	217.6	41.2
Link Distance (m)	57.6	186.8	186.8	31.4
Upstream Blk Time (%)		10	9	0
Queuing Penalty (veh)		89	77	3
Storage Bay Dist (m)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Inglewood Ave & Access

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (m)	57.2	9.1
Average Queue (m)	22.6	5.8
95th Queue (m)	53.5	12.3
Link Distance (m)	72.4	52.5
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (m)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1642

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.5	0.3	2.6	0.0	0.0	0.7	2.9	0.7
Total Del/Veh (s)	13.8	205.1	91.8	33.1	6.6	4.4	67.7	19.2	68.9

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	10.7	8.5	0.0	0.0	0.0	0.1	2.7
Total Del/Veh (s)	98.4	53.2	50.9	4.5	8.5	10.3	33.9

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.4	3.8	2.4	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	37.3	32.0	25.2	32.1	37.5	16.5	38.5	30.4	25.9	30.2	18.7	9.5

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	24.6

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.8	0.0	0.0	0.4
Total Del/Veh (s)	36.5	36.7	0.9	0.4	16.4

5: Inglewood Ave & Access Performance by movement

Movement	EBL	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	2.6	11.7	1.1	0.7	9.8	10.5	6.3

Total Network Performance

Denied Del/Veh (s)	2.9
Total Del/Veh (s)	95.9

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	T	R
Maximum Queue (m)	35.7	270.4	293.3	275.7	53.6	11.4	16.1	7.5	159.6	146.1	55.0
Average Queue (m)	19.6	201.2	223.3	188.4	18.7	4.4	7.5	1.8	127.9	112.4	40.9
95th Queue (m)	40.1	301.0	320.1	302.5	54.8	12.8	17.2	7.4	170.7	160.3	77.9
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	59.9	169.3	169.3	
Upstream Blk Time (%)			1	0					2	1	
Queuing Penalty (veh)			0	0					0	0	
Storage Bay Dist (m)		300.0			60.0						30.0
Storage Blk Time (%)		0	4	9						47	2
Queuing Penalty (veh)		0	10	11						115	7

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	156.2	239.1	47.8	36.3	49.4	46.1	66.3	54.8	27.6	32.9	42.2	40.8
Average Queue (m)	104.9	175.2	45.5	32.7	47.5	24.7	56.3	40.3	6.2	12.7	26.1	25.5
95th Queue (m)	196.3	315.7	52.4	40.5	50.6	52.7	70.3	64.4	30.3	31.3	42.8	43.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)		11	62	19	58	7	48	15	0		0	0
Queuing Penalty (veh)		0	229	72	215	27	238	74	1		0	2
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)	1	28										
Queuing Penalty (veh)	11	58										

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	49.1	16.4	42.8	33.5	38.6	130.0	119.5	53.2	119.7	127.2	64.8
Average Queue (m)	39.5	4.5	21.6	20.4	20.8	76.1	72.8	32.0	78.0	82.6	29.2
95th Queue (m)	53.9	19.6	46.7	36.7	48.6	134.1	127.1	58.8	127.1	134.6	74.6
Link Distance (m)	35.5		309.6			224.2	224.2		186.8	186.8	
Upstream Blk Time (%)	28										
Queuing Penalty (veh)	87										
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	54		5	2	1	36		7	24	13	0
Queuing Penalty (veh)	9		7	2	3	26		54	48	27	3

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB	SB	SB	B6	B6
Directions Served	R	T	T	T	TR	T	T
Maximum Queue (m)	18.2	159.1	154.5	5.0	0.9	1.7	17.2
Average Queue (m)	9.2	99.7	88.2	0.3	0.1	0.2	4.1
95th Queue (m)	20.9	209.5	212.0	2.7	1.9	3.5	28.4
Link Distance (m)	57.6	186.8	186.8	46.2	46.2	31.4	31.4
Upstream Blk Time (%)		5	5				0
Queuing Penalty (veh)		33	35				2
Storage Bay Dist (m)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	47.2	4.7	17.4
Average Queue (m)	16.5	0.3	10.4
95th Queue (m)	42.6	3.0	17.3
Link Distance (m)	72.4	35.5	52.5
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1406

1: Taylor Way & Hwy 1 Performance by movement

Movement	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.5	0.2	2.8	0.0	0.0	0.3	3.4	0.5
Total Del/Veh (s)	6.1	197.0	90.3	27.5	6.7	3.0	56.0	3.9	67.4

2: Taylor Way & Hwy 1 Performance by movement

Movement	EBL	EBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	2.8	1.2	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	60.3	9.4	45.5	6.2	7.2	6.7	20.3

3: Taylor Way & Inglewood Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.4	0.3	3.7	2.0	1.3	0.7	0.0	0.0	0.0
Total Del/Veh (s)	60.1	45.4	35.8	20.4	19.0	44.4	51.9	49.0	54.0	35.7	12.8	7.1

3: Taylor Way & Inglewood Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	34.3

4: Taylor Way & Access Performance by movement

Movement	EBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	6.2	0.0	0.0	3.3
Total Del/Veh (s)	9.7	56.4	0.8	0.2	30.5

5: Inglewood Ave & Access Performance by movement

Movement	EBT	WBT	WBR	SBL	SBR	All
Denied Del/Veh (s)	1.0	0.0	0.3	0.1	0.1	0.5
Total Del/Veh (s)	61.6	5.7	0.8	18.4	7.6	30.9

Total Network Performance

Denied Del/Veh (s)	3.3
Total Del/Veh (s)	102.0

Intersection: 1: Taylor Way & Hwy 1

Movement	EB	WB	WB	WB	WB	NB	NB	SB	SB	SB
Directions Served	R	L	LT	T	R	L	LT	T	T	R
Maximum Queue (m)	15.3	208.4	214.6	201.7	99.9	7.1	8.4	125.0	115.7	15.0
Average Queue (m)	10.5	191.8	204.4	175.0	33.3	3.3	7.4	90.0	75.2	2.1
95th Queue (m)	15.5	214.8	228.9	191.3	102.2	8.3	9.8	129.0	113.2	10.8
Link Distance (m)	89.6		355.2	355.2		59.9	59.9	169.3	169.3	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (m)		300.0			60.0					30.0
Storage Blk Time (%)				13					20	
Queuing Penalty (veh)				15					32	

Intersection: 2: Taylor Way & Hwy 1

Movement	EB	EB	NB	NB	NB	NB	B6	B6	B6	SB	SB	SB
Directions Served	L	R	T	T	T	R	T	T	T	L	LT	T
Maximum Queue (m)	66.4	68.8	50.5	42.2	47.7	53.6	68.5	50.1	58.6	29.8	34.0	34.1
Average Queue (m)	40.8	37.6	46.8	34.0	42.8	39.0	58.2	25.6	22.1	9.3	17.0	15.3
95th Queue (m)	51.9	61.5	49.9	40.1	62.4	60.5	68.0	57.3	58.7	23.3	35.2	34.7
Link Distance (m)		288.7	31.4	31.4	31.4	31.4	46.2	46.2	46.2	59.9	59.9	59.9
Upstream Blk Time (%)			63	31	43	16	56	2	5			
Queuing Penalty (veh)			305	151	208	76	361	12	30			
Storage Bay Dist (m)	130.0											
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 3: Taylor Way & Inglewood Ave

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LT	R	LT	R	L	T	TR	L	T	T	R
Maximum Queue (m)	45.8	28.0	45.5	37.9	44.7	228.3	228.3	54.6	83.7	100.8	64.9
Average Queue (m)	41.2	19.8	22.7	21.3	15.5	123.4	135.1	25.4	48.6	58.3	26.2
95th Queue (m)	46.8	33.3	38.7	36.2	41.3	219.6	227.7	56.4	82.9	97.3	69.5
Link Distance (m)	31.0		309.6			223.7	223.7		186.8	186.8	
Upstream Blk Time (%)	68	1				2	4				
Queuing Penalty (veh)	258	0				0	0				
Storage Bay Dist (m)		20.0		30.0	30.0			30.0			60.0
Storage Blk Time (%)	72	1		9	1	44		0	14	6	0
Queuing Penalty (veh)	58	2		11	11	41		2	18	8	2

Intersection: 4: Taylor Way & Access

Movement	EB	NB	NB
Directions Served	R	T	T
Maximum Queue (m)	16.8	189.5	193.3
Average Queue (m)	11.9	170.0	162.1
95th Queue (m)	17.8	244.9	271.4
Link Distance (m)	57.6	186.8	186.8
Upstream Blk Time (%)		12	14
Queuing Penalty (veh)		114	127
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Inglewood Ave & Access

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (m)	77.0	27.8	28.2
Average Queue (m)	61.1	6.9	13.6
95th Queue (m)	94.5	25.3	24.4
Link Distance (m)	72.4	31.0	52.5
Upstream Blk Time (%)	11	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (m)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1842
