Downtown Palm Springs Project and Downtown Palm Springs Park Traffic Impact Study Update

Prepared By: Endo Engineering

October 2015

Endo Engineering *Traffic Engineering* *Air Quality Studies* *Noise Assessments*

October 8, 2015

Ms. Nicole Criste
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SUBJECT: Museum Market Plaza Specific Plan Updated Traffic Impact Study Addressing the Downtown Palm Springs Project and Downtown Palm Springs Park

Dear Ms. Criste;

Endo Engineering is happy to submit this updated *Museum Market Plaza Specific Plan Traffic Impact Study* addressing the Downtown Palm Springs Project and Downtown Palm Springs Park. The 15.5-acre project site is located south of Amado Road and north of Tahquitz Canyon Way, between Museum Drive and Indian Canyon Drive in downtown Palm Springs, California.

Endo Engineering prepared the *Museum Market Plaza Specific Plan Traffic Impact Study* (dated September 2, 2008) for the *Museum Market Plaza Specific Plan EIR* certified in December 2009. This updated traffic analysis evaluates subsequent refinements and modifications to the development program and roadway configuration associated with the Downtown Palm Springs Project, including provisions for a 1.3-acre outdoor entertainment venue (the Downtown Palm Springs Park) and future development within Block K of the Museum Market Plaza Specific Plan (the existing Town & Country Center).

This report has been prepared in accordance with City of Palm Springs standards and requirements. The pages that follow update the baseline conditions within the study area to reflect the peak season in the year 2015. Traffic operations at the key intersections were evaluated for following peak travel periods: (1) the midday and evening peak hours on a typical weekday; (2) the highest volume hour on Thursday evenings during Villagefest; and (3) the midday peak hour on Saturdays. Existing plus project conditions are evaluated. Opening year 2017 conditions are assessed, with and without the initial phase of development. Future year 2030 conditions are analyzed with and without the traffic generated upon buildout of the Downtown Palm Springs Project.

Sixteen cumulative developments within the study area were evaluated. The buildout traffic projections developed for the *Palm Springs 2007 General Plan* were used to address the anticipated areawide growth in background traffic as the *Palm Springs 2007 General Plan* is implemented. This study incorporates recommendations for the refinement of several adopted Specific Plan mitigation measures, as appropriate, to address the current project design and context. In addition, mitigation strategies are discussed for potential temporary LOS deficiencies associated with occasional design day special day events at the Downtown Palm Springs Park.

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We trust that the information provided herein will be of value to you, the project applicant, and the City of Palm Springs in reviewing the Downtown Palm Springs Project and Downtown Palm Springs Park. Should questions or comments arise regarding the findings and recommendations within this report, please do not hesitate to contact me by telephone, by facsimile, or by electronic mail (endoengr@cox.net).

Cordially,
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12/31/2016
TRAFFIC
STATE OF CALIFORNIA

DOWNTOWN PALM SPRINGS PROJECT AND DOWNTOWN PALM SPRINGS PARK

(FORMERLY MUSEUM MARKET PLAZA SPECIFIC PLAN)

TRAFFIC IMPACT STUDY UPDATE

SOUTH OF AMADO ROAD AND NORTH OF TAHQUITZ CANYON WAY
BETWEEN MUSEUM DRIVE AND INDIAN CANYON DRIVE

CITY OF PALM SPRINGS

October 8, 2015

Prepared For:

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1.0 EXECUTIVE SUMMARY

Endo Engineering prepared the *Museum Market Plaza Specific Plan Traffic Impact Study* (dated September 2008) for use in the *Museum Market Plaza Specific Plan EIR,* which was certified by the Palm Springs City Council on December 2, 2009. Since the approval of the Museum Market Plaza Specific Plan, the development program and roadway configuration within the Specific Plan area have evolved and been refined. This report is an update to the previous traffic impact study, which is incorporated herein by reference.

Purpose and Scope

This updated study evaluates the current development program and roadway configuration (the "Downtown Palm Springs Project") for the 13.2-acre core area, located north of Tahquitz Canyon Way and west of Palm Canyon Drive. The future development within Block K, which is located south of Andreas Road, between Palm Canyon Drive and Indian Canyon Drive, is also evaluated. The Downtown Palm Springs Project makes provision for a 1.3-acre outdoor entertainment venue (the "Downtown Palm Springs Park"). The Downtown Palm Springs Park would host special events that could accommodate up to 4,000 attendees at one time on a design day. These events may occur at any time during the week and may be single main events with specific start times or continuous events, where attendees arrive over an extended period of time.

Updated traffic count data was collected for the streets within the development site and the study area. New cumulative developments were addressed and the status of all previously addressed cumulative developments within the study area was updated. Updated traffic projections were developed for the baseline conditions, four existing-plus-project development scenarios, three opening year 2017 development scenarios, and three horizon year 2030 development scenarios. Conditions were evaluated with and without the traffic generated by special events at the Downtown Palm Springs Park on a design day. The new traffic projections for the key intersections are evaluated to determine the peak hour levels of service to determine whether the circulation system proposed, including the mitigation in the *Museum Market Plaza Specific Plan EIR,* would be adequate to accommodate the anticipated development.

Areas with potential temporary LOS deficiencies that would occur infrequently in conjunction with special events held at the Downtown Palm Springs Park were identified. Mitigation strategies to address these potential LOS deficiencies were discussed. The findings within this study should be of value in the planning and scheduling of future events at the outdoor entertainment venue as well as developing effective traffic management plans for future events at the Downtown Palm Springs Park.

1A. Project Location

The project site is located in the Coachella Valley, nestled against the base of the San Jacinto Mountains. The 18.5-acre site is south of Interstate 10, in the heart of downtown Palm Springs. The project site is more precisely located south of Amado Road and north of Tahquitz Canyon Way, between Museum Drive and Indian Canyon Drive.

Existing Land Uses

The area within the Museum Market Plaza Specific Plan includes the 13.2-acre site of the recently demolished Desert Fashion Plaza as well as the existing Town & Country Center. The western third of the site is developed as surface and underground parking associated with the former Desert Fashion Plaza development. The existing parking area in the northwest corner of the site is accessed from Museum Drive, opposite the future east-west alignment of Andreas Road.

An underground parking garage extends from beneath the northern portion of the property to its southwest corner. The existing at-grade parking area occupying the northeast corner at the intersection of Museum Drive and Tahquitz Canyon Way (and the below grade parking) are accessed from Tahquitz Canyon Way, between Belardo Road and Cahuilla Road, and from Museum Drive, north of Tahquitz Canyon Way.

1B. Project Description

The development within the project site was previously approved as the Museum Market Plaza Specific Plan. The maximum development allowed within the Museum Market Plaza Specific Plan includes: (1) a combination of retail/commercial and professional office space with up to 400,000 square feet (S.F.), (2) 900 multiple-family attached residential dwelling units, and (3) 620 hotel rooms. This includes the area within Block K (the Town & Country Center) and the core area, which is located west of Palm Canyon Drive and north of Tahquitz Canyon Way.

The Downtown Palm Springs Project would provide a combination of retail and professional office space with a total of 391,284 S.F., 650 multiple-family attached residential dwelling units, and 620 hotel rooms. The 1.3 acres located west of Belardo Road and north of the future east-west "Main Street" connection between Palm Canyon Drive and the Palm Springs Art Museum would be developed as the Downtown Palm Springs Park. The Downtown Palm Springs Park would host special events that could accommodate up to 4,000 attendees. These events may occur at any time during the week and may be single main events with specific start times or continuous events, where attendees arrive over an extended period of time.

A single-story building to be constructed in the northeast corner of the Downtown Palm Springs Park would accommodate the 1,250 S.F. downtown Palm Springs Police Center offices and provide approximately 1,000 S.F. for the concessions and box office area as well as space for public restrooms, storage, and a mezzanine level observation loft from which to view the events area.

The Town & Country Center (Block K) was assumed to developed after the initial phase with 90,000 S.F. of retail and professional office uses as well as 180 hotel rooms and 150 multiple-family attached residential dwelling units. The future development in Block K was included in the land use quantities provided above for the Downtown Palm Springs Project.

Roadway Configuration

Two existing streets adjacent to the core area would be extended through the project site. Belardo Road would be extended from Tahquitz Canyon Way through the site to the northern site boundary as a north-south two-lane local street with on-street parallel parking and a 41-foot right-of-way. Andreas Road would be constructed as a two-lane east-west roadway, from Palm Canyon Drive through the site to the future extension of Belardo Road. The existing east-west roadway in the northwest corner of the site connecting Museum Drive to Belardo Road would be retained, with a realigned three-leg intersection at the Belardo Road extension. A new east-west "Main Street" (proposed with a 41-foot right-of-way) would replace the former "Museum Way" and extend from Palm Canyon Drive to Museum Drive. Market Street, a two-lane north-south private street, would extend from Main Street to the existing Hyatt Hotel and accommodate a 30-foot wide pedestrian "paseo" shaded by a canopy that would continue along the northern site boundary to Palm Canyon Drive.

Project Phasing

The Downtown Palm Springs Project would be constructed in multiple phases. The initial phase of development would include all public street and infrastructure improvements as well as the approved, entitled, and under construction development within Blocks A through E (as shown in Table 2-3). Subsequent phases of development, which are not scheduled at this time, could occur in each of the Blocks.

1C. Project Study Area

The study area and key intersections were identified, following coordination with the City of Palm Springs. The thirteen existing and four future key intersections are shown in Figure 2-2.

1D. Existing Traffic Conditions

The new Belardo Road bridge over Tahquitz Creek was constructed and dedicated in September 2012 approximately 0.75 miles south of the project site. This improvement allows Belardo Road to extend south of the site to the intersection of South Palm Canyon Drive and East Palm Canyon Drive. While this improvement does not currently serve significant residential or commercial development, it provides an alternate route (to Indian Canyon Drive and Palm Canyon Drive) for existing and future development to the south. Indian Canyon Drive and Palm Canyon Drive continue to function as the primary north-south site access routes.

New 24-hour traffic counts were made for four consecutive days (Wednesday through Saturday) at the same locations within the study area where similar counts were made for the 2008 TIS. The new counts revealed that the diversion of traffic to Belardo Road and Museum Drive during Villagefest resulting from the closure of Palm Canyon Drive, south of Amado Road, is similar to that previously documented in the 2008 TIS. Only one of the count locations (Belardo Road, south of Amado Road) had the highest 24-hour traffic volume on a day other than Saturday. The traffic diverted by the Palm Canyon Drive closure on Thursday during Villagefest resulted in the highest daily traffic volume on Belardo Road (3,735 vehicles per day) occurring on Thursday.

The *Highway Capacity Manual* (HCM 2000) operational methodologies were utilized to determine the peak hour intersection delay and levels of service. The City of Palm Springs General Plan policy specifies Level of Service D or better operation as acceptable during the peak hours in the peak season. All of the existing key intersections are currently operating at LOS A or LOS B during the peak hours evaluated on weekdays, Saturdays, and during Villagefest.

1E. Traffic Impacts

The number of trips generated by the Downtown Palm Springs Project, as shown in Table 4-1, would be approximately 5 percent less than previously evaluated for the Preferred Project in the 2008 TIS on a daily and peak hour basis, except during special events. Although the findings of this updated traffic study are generally consistent with the findings in the 2008 TIS, small differences resulted from the evolution and refinement of the development program, roadway configuration, and parking location, as well as the updated traffic counts and cumulative project analysis. The primary differences were related to the potential for future events at the outdoor entertainment venue in Block E.

The Downtown Palm Springs Project would retain the Museum Drive connection to Belardo Road. This would allow more traffic to flow around the perimeter of the project site instead of pass through the center of the project site on Belardo Road and Main Street. This circulation configuration creates a more pedestrian-friendly development and allows for on-site road closures, as needed, during special events while maintaining access to and around the project site for activities not associated with the special events. Since the Downtown Palm Springs Project includes parking primarily located in the parking areas adjacent to Museum Drive and Tahquitz Canyon Way, much of the site traffic will access the parking structures from the perimeter of the site via Museum Drive or Tahquitz Canyon Way. As a result, the traffic loading on the internal streets within the core area would be substantially reduced.

With the exception of Palm Canyon Drive at Andreas Road (Intersection 14), the LOS analysis showed that the key intersections would provide acceptable levels of service during the weekday peak hours in the year 2030 upon buildout of the Downtown Palm Springs Project. Palm Canyon Drive at Andreas Road (Intersection 14), would require signalization to maintain acceptable levels of service during weekday peak hours in the peak season prior to any future site development following the initial phase.

The special events associated with the Downtown Palm Springs Park would generate a substantial volume of traffic during the hour before and the hour following these recreational activities. Most of the key intersections would be able to accommodate the increased traffic demands during most of the hours throughout the week. However, if special events are scheduled to occur during Villagefest, the additional traffic from Villagefest and the closure of Palm Canyon Drive would create substantial delays along Belardo Road. If the start time for the special events coincides with the Saturday midday peak hour, the delay at some of the key intersections along Belardo Road may increase substantially.

1F. Recommendations

Recommendations For Weekday LOS Deficiencies Following Phase 1

The intersection of Palm Canyon Drive and Andreas Road (Intersection 14) should be signalized after the initial phase of development is completed in the year 2017, before additional site development is initiated. With this mitigation, all of the key intersections are projected to operate at acceptable levels of service during the weekday peak hours in the peak season of the year 2030 upon buildout of the Downtown Palm Springs Project.

Recommendations For Year 2030 Saturday LOS Deficiencies

The intersection of Belardo Road with Tahquitz Canyon Way should be improved to provide two westbound through lanes with all-way stop control or signalized to accommodate the midday peak hour traffic volumes projected for Saturdays upon project completion. The applicant or developer should be responsible for providing two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road when the intersection is reconstructed to extend Belardo Road to mitigate the LOS deficiency identified during the midday peak hour on Saturdays in the year 2030 upon project buildout. The second westbound lane can be discontinued west of the access to the parking structure. This westbound lane would provide storage for vehicles entering the parking structure without blocking the westbound travel lane on Tahquitz Canyon Way. With this improvement and all-way stop control, a single lane northbound, southbound, and eastbound approach would be adequate. If it is not feasible to provide two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road, this intersection would need traffic control signals to maintain acceptable levels of service with year 2030+project buildout traffic volumes during the midday peak hour on Saturdays.

Recommendations For Special Event LOS Deficiencies

The CA MUTCD states "The peak hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour on an average day, the minor street traffic suffers undue delay when entering or crossing the major street." Based on this guidance, it is not appropriate to identify the need for a traffic control signal based on temporary traffic volumes that are expected to occur during an hour or two when special events are held from time to time.

The intersection of Palm Canyon Drive with Tahquitz Canyon Way should be restriped prior to the first design day event to add an exclusive eastbound right-turn lane to reduce congestion following special events held at the Downtown Palm Springs Park.

A traffic management plan should be developed that identifies key intersections where congestion may occur and the necessary steps to minimize the potential impact of special event. This plan should include measures to reduce the peak traffic flow to the park and should direct the flow of traffic to available parking areas. The traffic management plan should be updated based on prior experiences to insure that the potential LOS deficiencies are minimized.

Traffic operations should be monitored during special events to identify congested intersections in the vicinity to facilitate the creation of a database for use in improving the effectiveness of the traffic management plans over time. A fund should be established to support the monitoring program and maintain the database.

Recommendations Regarding Previously Required Intersection Improvements

As proposed, the Downtown Palm Springs Project would comply with all applicable mitigation measures identified in the Specific Plan EIR. Table III-44 in the Specific Plan EIR identifies intersection improvements for weekday and Saturday impacts in the year 2030 as well as additional mitigation required for impacts during Villagefest.

Previous Mitigation For Year 2030 Weekdays and Saturdays

Palm Canyon Drive with Museum Way

Table III-44 in the Specific Plan EIR requires mitigation for two key intersections that would not exist with the current roadway configuration. Mitigation specified for the intersection of Palm Canyon Drive with Museum Way is no longer applicable since Museum Way was eliminated from the Specific Plan when it was approved. As a one-way (westbound) roadway, Main Street would not require an eastbound through or right-turn lane or a westbound through or right-turn lane at the intersection of Palm Canyon Drive.

The traffic control signal required to assign the right-of-way to non-conflicting turning movements at the intersection of Museum Way and Palm Canyon Drive would not be required if Main Street operates as a one-way (westbound) roadway. However, a pedestrian crossing signal may still be desirable on Palm Canyon Drive at Main Street.

Indian Canyon Drive at Museum Way

The mitigation for Indian Canyon Drive at Museum Way is no longer applicable, since Museum Way was eliminated from the Specific Plan when it was approved. Main Street would not intersect Indian Canyon Drive. No traffic signal would be required and no eastbound left-turn lane would be required since the intersection of Indian Canyon Drive and Museum Way would not exist with the current roadway configuration.

Belardo Road at Museum Way

The mitigation required per Table III-44 in the Specific Plan EIR for this intersection should be modified to change the intersection name to Belardo Road at Main Street. The two-way stop control previously required should be changed to all-way stop control. The construction of a single approach lane on all legs of the intersection would still be applicable. If Main Street is operated as a one-way street between Palm Canyon Drive and Belardo Road, appropriate pavement markings and signage per the CA MUTCD would be required to minimize the potential for wrong-way travel on Main Street by motorists not familiar with the area.

Belardo Road at Tahquitz Canyon Way

The two-way stop control previously required for this intersection should be modified to reflect all-way stop control. The approach lane geometrics identified in Table III-44 in the Specific Plan EIR would provide the flexibility accommodate a wide range of travel demands during different peak hours on various days, including motorists entering the intersection from various directions when entering and leaving special events.

The most critical traffic flow at this intersection would be the westbound through movement prior to design day special events. Consequently, two westbound lanes on Tahquitz Canyon Way that are carried through the intersection at Belardo Road to the parking facility access would be required with all-way stop control to provide acceptable LOS for the year 2030 on Saturdays upon project buildout. As noted previously, it is not feasible to

provide two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road, this intersection would need traffic control signals to maintain acceptable levels of service with year 2030+project buildout traffic volumes during the midday peak hour on Saturdays.

Previous Mitigation For Year 2030 During Villagefest

Table III-44 in the Specific Plan EIR identifies the installation of traffic signals at three key intersections as additional mitigation required for conditions in the year 2030 during Villagefest. Two of those intersections (Belardo Road at Amado Road, Intersection 8 and Belardo Road at Arenas Road, Intersection 10) are located off-site and the third intersection (Belardo Road at Museum Way) is now Belardo Road at Main Street (Intersection 17).

None of these traffic control signals are warranted or recommended with the current roadway configuration and updated traffic projections. The addition of a northbound and a southbound left-turn lane previously required for Intersection 10 and Intersection 17 per Table III-44 in the Specific Plan EIR is no longer recommended or required.

2.0 PROJECT DESCRIPTION

2A. Project Location

The project site is located at the western end of the Coachella Valley, nestled against the base of the San Jacinto Mountains. The 15.1-acre site is located 5.5 miles south of Interstate 10, in the heart of the historic shopping and entertainment district in downtown Palm Springs that has served visitors in the desert region for decades. Restaurants, boutiques, art galleries, clothing stores, hotels and theaters characterize this pedestrian-oriented district. Figure 2-1 depicts the project site in its regional context.

The project site is located in the historic shopping core of Palm Springs, south of Amado Road and north of Tahquitz Canyon Way, between Museum Drive and Indian Canyon Drive, as shown in Figure 2-2, which illustrates the study area and key intersections evaluated. Tahquitz Canyon Way connects downtown Palm Springs with the Palm Springs International Airport, which is located approximately 2.2 miles east of the project site.

Surrounding Land Uses

The area within the Museum Market Plaza Specific Plan is located west of Section 14 and east of the Palm Springs Art Museum and the O'Donnell Golf Club. The area to the east includes retail shops and both public and quasi-public land uses including the Palm Springs Post Office, which is located east of Indian Canyon Drive and south of Amado Road. The Palm Springs Convention Center is located east of the study area, between Amado Road and Andreas Road.

The *Section 14 Master Development Plan/Specific Plan* addresses 212 acres of vacant land located east of Indian Canyon Drive, opposite the Museum Market Plaza Specific Plan site, and bisected by the Tahquitz Canyon Way corridor. Numerous new, expanded, and revitalized uses are planned and being developed within Section 14 to create an integrated destination resort environment that will appeal to all age groups. The *Section 14 Master Development Plan/Specific Plan* provides development standards and regulations for a variety of land uses (including commercial uses, a casino, and hotels) designed to energize downtown Palm Springs.

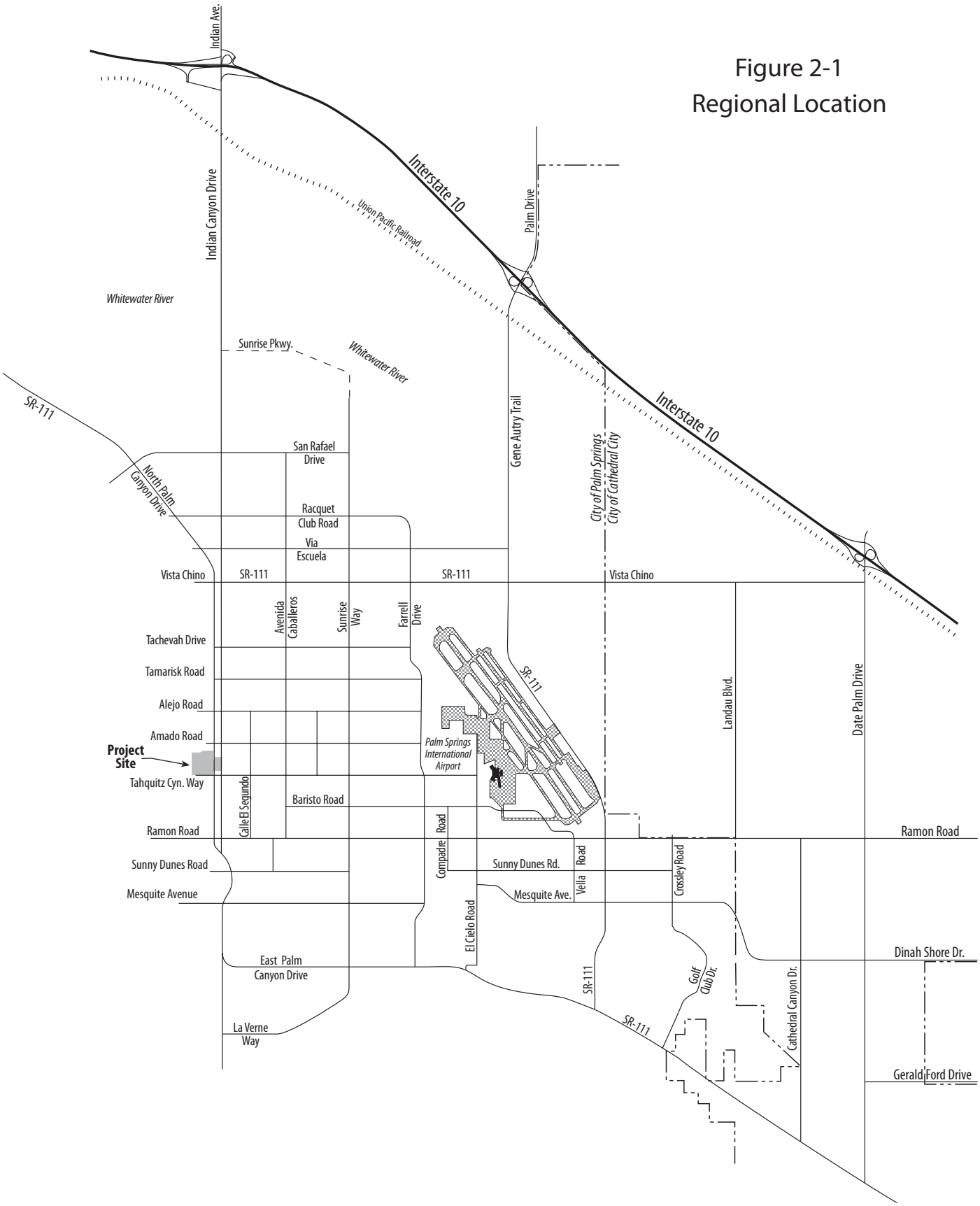
The Spa Resort Casino is located east of the project site. The Spa Hotel, which was formerly located on the northeast corner at the intersection of Indian Canyon Drive and Tahquitz Canyon Way, was closed on July 8, 2014 and demolished. A portion of the Spa Hotel surface parking was retained to serve the Spa Resort Casino. Housing is a prominent existing land use within Section 14. Most of the residential development is multiple-family condominiums and apartments constructed at a density of 6 to 30 units per acre.

The Hyatt Regency Suites Hotel is located immediately north of the project site. This hotel occupies the area south of Amado Road, between Palm Canyon Drive and Belardo Road. The Palm Mountain Resort and Day Spa is located immediately south of Tahquitz Canyon Way, between Belardo Road and Cahuilla Road.

Existing On-Site Land Uses

The Town & Country Center is located south of Andreas Road, between Palm Canyon Drive and Indian Canyon Drive. This area is designated as Block "K" within the Museum Market Plaza Specific Plan. The existing land uses/entitlements to be replaced within the Town & Country Center are shown in Table 2-1.

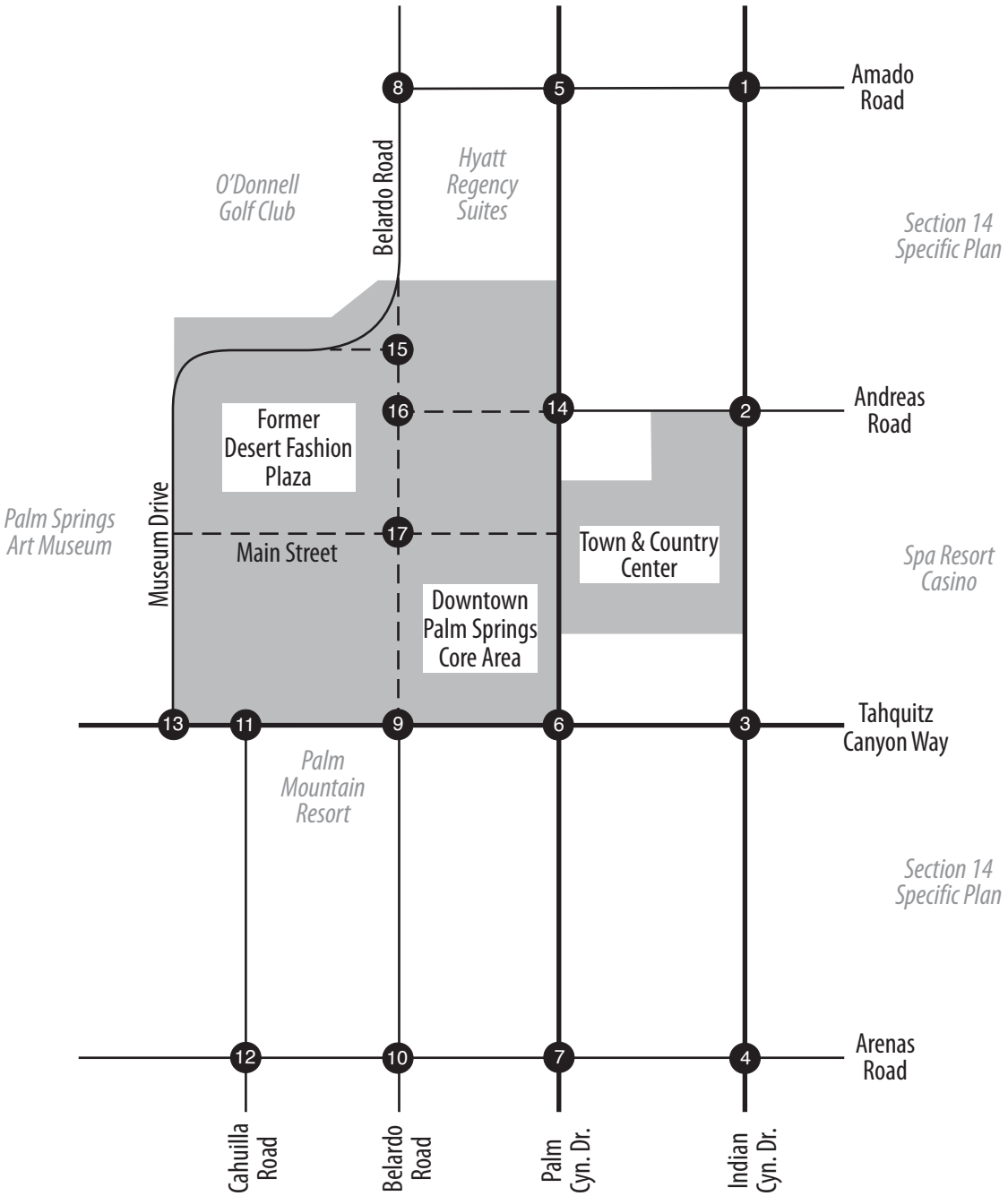
Figure 2-1
Regional Location



Endo Engineering

Scale: 1" = 5,700'

Figure 2-2
Study Area and Key Intersections



Legend

1 Key Intersection

Project Site

Endo Engineering

Scale: 1" = 350'

Table 2-1
Existing Land Uses/Entitlements To Be Replaced

Land Use Type	Land Use Quantity	Development Status
Town & Country Center		
Bank of America Building	15,980 S.F.	Existing
Restaurant Use	15,040 S.F.	Existing
Retail	17,610 S.F.	Existing
Office	2,350 S.F.	Existing
Total Building Floor Area	50,980 S.F.	

The western third of the core area is occupied by surface and underground parking associated with the Desert Fashion Plaza enclosed shopping mall that was demolished. A multi-level parking garage is currently located in the northwest corner of the site that is accessed from Museum Drive. An underground parking garage extends from beneath the northern portion of the property to its southwest corner. This parking area is accessed from Tahquitz Canyon Way, between Belardo Road and Cahuilla Road.

The 13.2-acre under-utilized Desert Fashion Plaza (with 288,400 S.F. of retail and 41,600 S.F. of restaurant uses) was formerly located along the west side of Palm Canyon Way, between the Hyatt Hotel and Tahquitz Canyon Way. Approximately 12 percent of the Desert Fashion Plaza was occupied when the *Museum Market Plaza Specific Plan Traffic Impact Study* (the 2008 TIS) was prepared. Following the approval of the *Museum Market Plaza Specific Plan*, the Desert Fashion Plaza was demolished.

2B. Project Description

On November 18, 2009, the City Council adopted Resolution No. 22625, certifying the *Final EIR for the Museum Market Plaza Specific Plan*, including amendments to the 2007 General Plan and Palm Springs Zoning Code. On December 2, 2009, the *Museum Market Plaza Specific Plan* was adopted (by Ordinance No. 1764) and the City Council reaffirmed and re-adopted Resolution No. 22625. The original development consisted of Blocks A-H, K-1 and K-2 as well as new public streets for a total of 18.5 acres within the Central Business District of Palm Springs.

Museum Market Plaza Specific Plan

The approved *Museum Market Plaza Specific Plan Traffic Impact Study* (the 2008 TIS) addressed the development of all properties within the original Museum Market Plaza Specific Plan area at the project level and identified specific mitigation measures addressing the site-specific and cumulative traffic effects of the proposed development. Five alternative development concepts were evaluated therein with four different internal circulation configurations. The 2008 TIS evaluated conditions upon project buildout in the year 2030 at the same level of detail for each alternative. The location of each specific land use within the various Planning Blocks was not established at that time and the final roadway configuration had not been identified. The mitigation measures therein were developed to reduce the effects of buildout under the Specific Plan to a less than-significant level. As proposed, the Downtown Palm Springs Project would comply with all applicable mitigation measures identified in the Specific Plan EIR.

Table 2-2 shows the land uses that were approved for the area within the Museum Market Plaza Specific Plan by the Palm Springs City Council. The approved land uses were essentially identical to the land uses associated with the Preferred Project that was evaluated in the 2008 TIS. The roadway configuration approved was not the configuration associated with the Preferred Project. To better accommodate a centrally located

outdoor public open space as a venue for community events, the internal roadway network was modified by the City Council when the Specific Plan was approved.

Table 2-2
Museum Market Plaza Specific Plan Versus
Downtown Palm Springs Project Land Uses

Land Use Type	Museum Market Plaza Specific Plan[a] Land Use Quantity	Downtown Palm Springs Project[b] Land Use Quantity
Hotel	620 Rooms	620 Rooms
Retail	300,000 S.F.	293,463 S.F.
Office	100,000 S.F.	97,821 S.F.
High Density Residential	900 D.U.	650 D.U.

a. The land uses associated with the Museum Market Plaza Specific Plan approved by the City Council on December 2, 2009 including the 55 hotel rooms previously characterized as entitlements for Block L that were transferred to the approved Specific Plan area.
b. Includes the Downtown Palm Springs Park in Block E with 5,000 square feet of building area that could be used for retail or office space (e.g., administrative/event booking office space, traffic management and security office space, law enforcement office space, ticket sales, concessions). An additional 2,500 S.F of floor area for use as public restrooms, stages, back of house, etc. that would not generate additional traffic is not included.

Museum Way was replaced by Main Street, a public street, that is no longer shown crossing Block K. Belardo Road was extended as a public street from Tahquitz Canyon Way across the site to the northern site boundary. Andreas Road was shown as a two-lane public street extending from Palm Canyon Drive to Belardo Road. Museum Drive was realigned to form a new three-leg intersection at Belardo Road.

Following the approval of the Museum Market Plaza Specific Plan, development plans for the area evolved and refinements to the layout of the individual development blocks and land uses within the Specific Plan were proposed as the internal street grid was refined. The current designations of the planning area blocks within the project site are shown in Figure 2-3.

The area east of the Palm Springs Art Museum, between Belardo Road and Museum Drive, which was originally designated as Planning Area "G" in the Specific Plan was renamed development Block "E" in the Downtown Palm Springs Project. The gym/spa, retail uses (including a potential movie theater), and multi-family residential development shown for this area in the Specific Plan were changed to public open space to create a larger outdoor entertainment venue for the staging of community gatherings and special events than the previous Main Plaza location within Block B could accommodate. This change increased the development potential of Block B.[1]

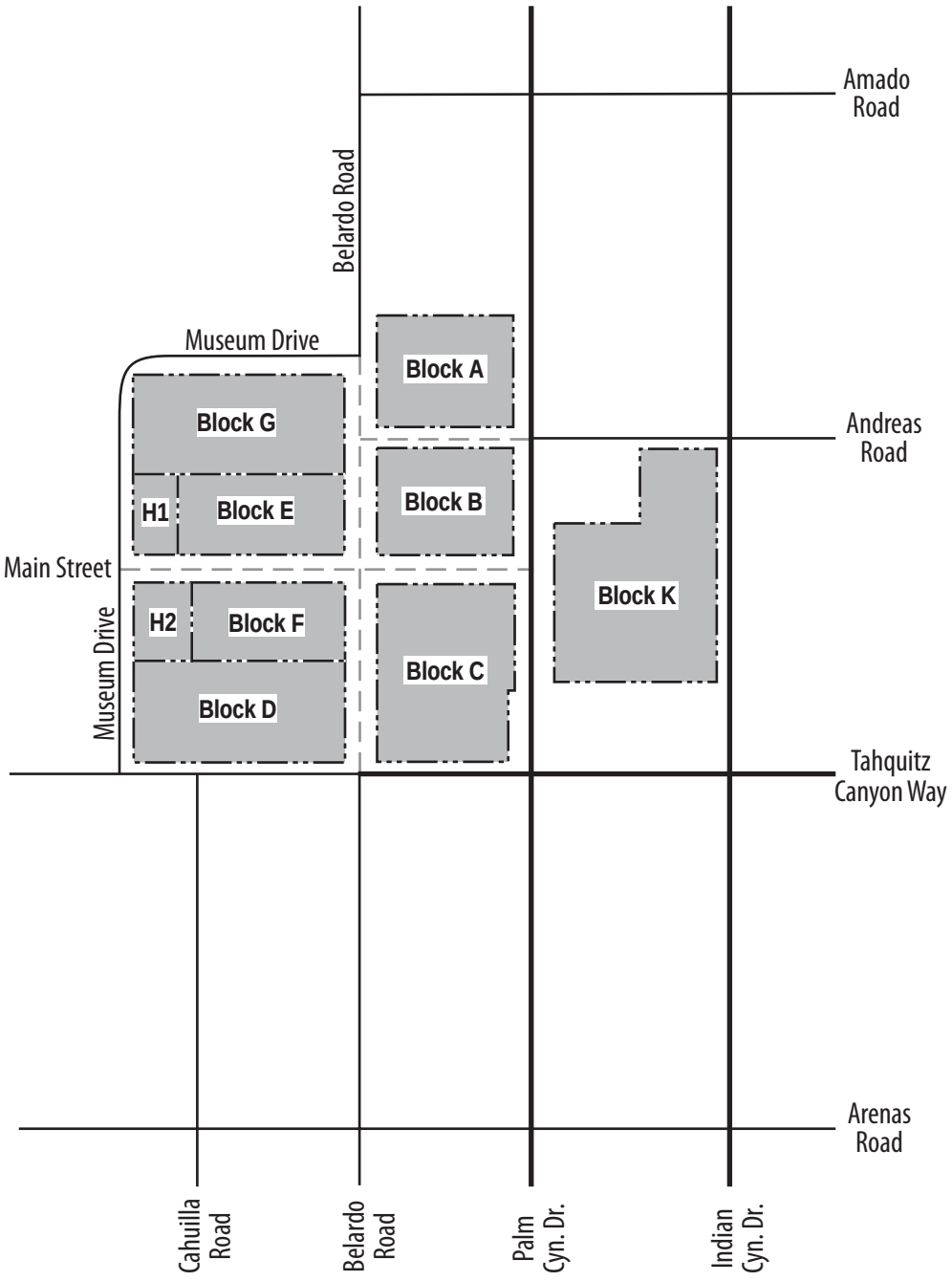
Downtown Palm Springs Project

On October 17, 2012, the Palm Springs City Council adopted Resolution 23238 approving an *Addendum to the Final EIR for the Museum Market Plaza Specific Plan* (Case No. 5.1204). Resolution 23238 also identified the implementation of a revised Downtown Revitalization Plan ("Downtown Palm Springs") as conforming to the Museum Market Plaza Specific Plan. The Downtown Palm Springs project proposes an overall reduction in square footage and the relocation of development among the planning area blocks. The completion of this project will provide for an outdoor public performance venue and special event space in Block E. The 1.3-acre urban open space will serve the needs of residents and visitors as a venue for cultural and social activities.

1. City of Palm Springs. *Addendum to the Final EIR (Museum Market Plaza Specific Plan) Prepared for the Proposed Renovation Plan ("Downtown Palm Springs").*

Figure 2-3

Planning Area Blocks Within the Project Site



Endo Engineering

Scale: 1" = 350'

The Downtown Palm Springs Project (shown in Figure 2-4) calls for commercial mixed-use densities consistent with those identified in the approved Museum Market Plaza Specific Plan. Table 2-3 shows the land use quantities within initial phase of the development as well as the future development expected to occur following the initial phase. The initial phase includes all site development that is approved/entitled and under construction including the Downtown Palm Springs Park. The key elements of the site access and internal roadway configuration designed to serve the Downtown Palm Springs Project, with the Downtown Palm Springs Park located within Block E, are shown in Figure 2-5.

No further environmental review is required for the development of permanent open space for an outdoor community event venue (i.e., the "Downtown Palm Springs Park"). However, the staging of special events with up to 4,000 attendees was not anticipated for this Block when the 2008 TIS was prepared. The potential effects associated with this refinement of the development program are addressed in this updated study.

Downtown Palm Springs Park

On September 17, 2014, the Palm Springs City Council approved the acquisition of the event center identified for Block E as permanent public open space to be operated by the City as an active and vibrant area for staging community and public events (such as concerts, movies, outdoor markets, public gatherings, or other community events). Events may range from Villagefest farmers markets to large entertainment concerts attracting up to 4,000 attendees. Like the Convention Center, the intent is that management of the event center be coordinated through a third party event coordinator.

Various elements of the conceptual design of the Downtown Palm Springs Park are shown in Figure 2-6. They include:

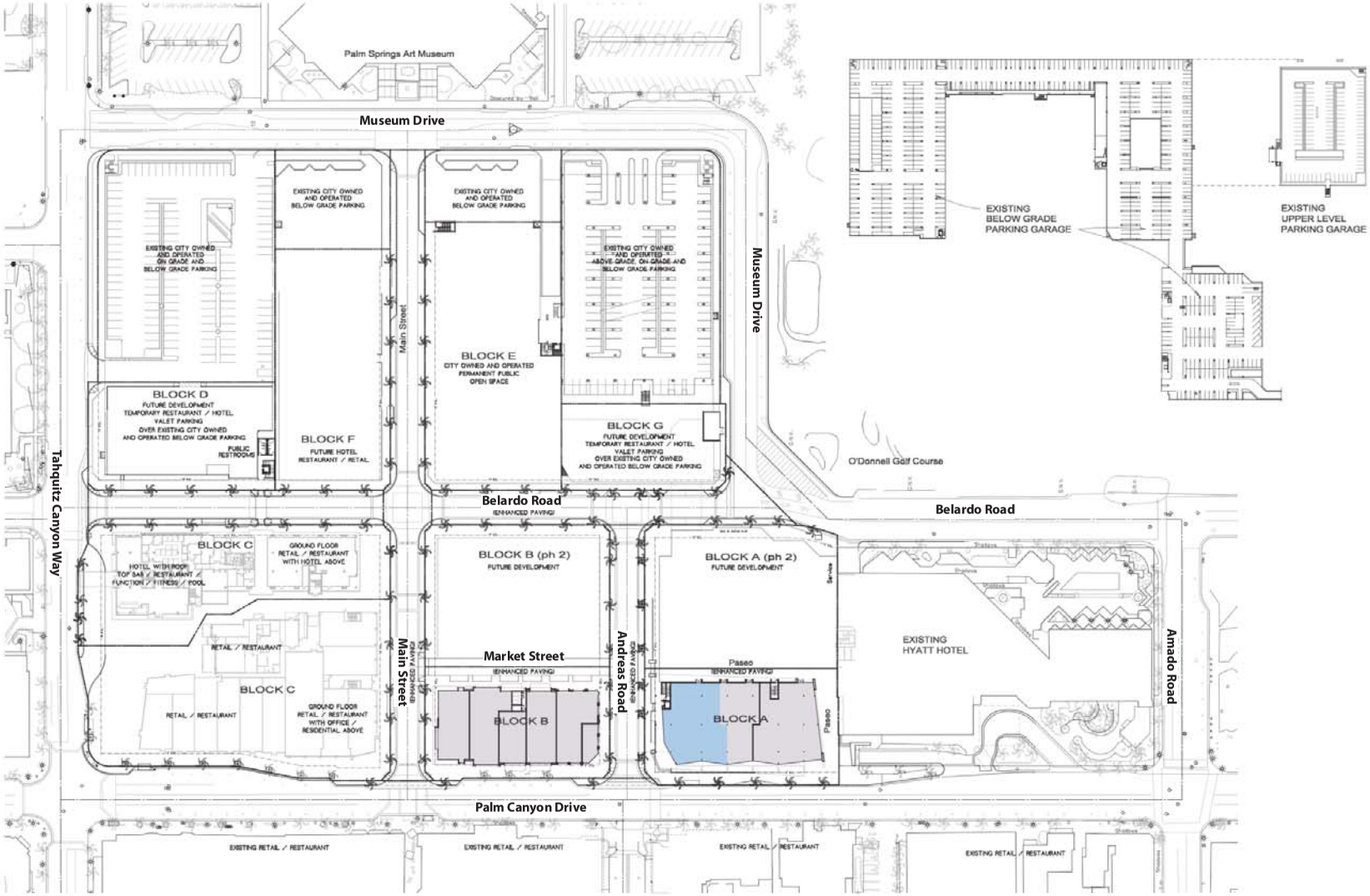
- A main performance event stage at the west end of Block E for concerts;
- A second performance stage at the north end of Block E for small performances and viewing of films;
- A single-story building for use as a downtown police sub-station, with concession space, storage space,public restroom facilities, and a roof-top observation deck for additional seating/standing;
- Permanent locations for the Forever Marilyn statue and the "Aluminaire" House designed by Albert Frey, and
- A flexible design to accommodate multi-function use as a public park.

To expand the size of the public space, on-street parallel parking along the Main Street frontage would be eliminated, thereby increasing the usable public open space area to 1.3 acres. A sculpture garden and palm tree grotto proposed on Museum Drive would buffer the back-of-house facilities necessary to support the main performance stage. Additional viewing platforms may be located on the existing parking garage, along the north side of the event center. Access from the north, east, and south sides of the event center for ticketed performances would be secured with landscaping, berms, and/or fencing.

Proposed Roadway Configuration

The Downtown Palm Springs Project includes a refined street configuration. The entire street grid created by the project and purchased by the City is designed with landscaping, architectural shading and decorative interlocking pavers, but with no curbs to maximize its use for events. It will be possible to close the entire street grid off for special events and public activities at the event center located across Museum Drive from the Palm Springs Art Museum. The exact configurations of Belardo Road and Museum Drive will be subject to further review and refinement, consistent with future detailed plans for the project.

Figure 2-4
Downtown Palm Springs Project



DOWNTOWN PALM SPRINGS
WESSMAN DEVELOPMENT
Prepared by SANBORN A/E, INC. - ARCHITECTURE-CIVIL ENGINEERING-SURVEYING - 760-423-0600

Scale: 1" = 188'

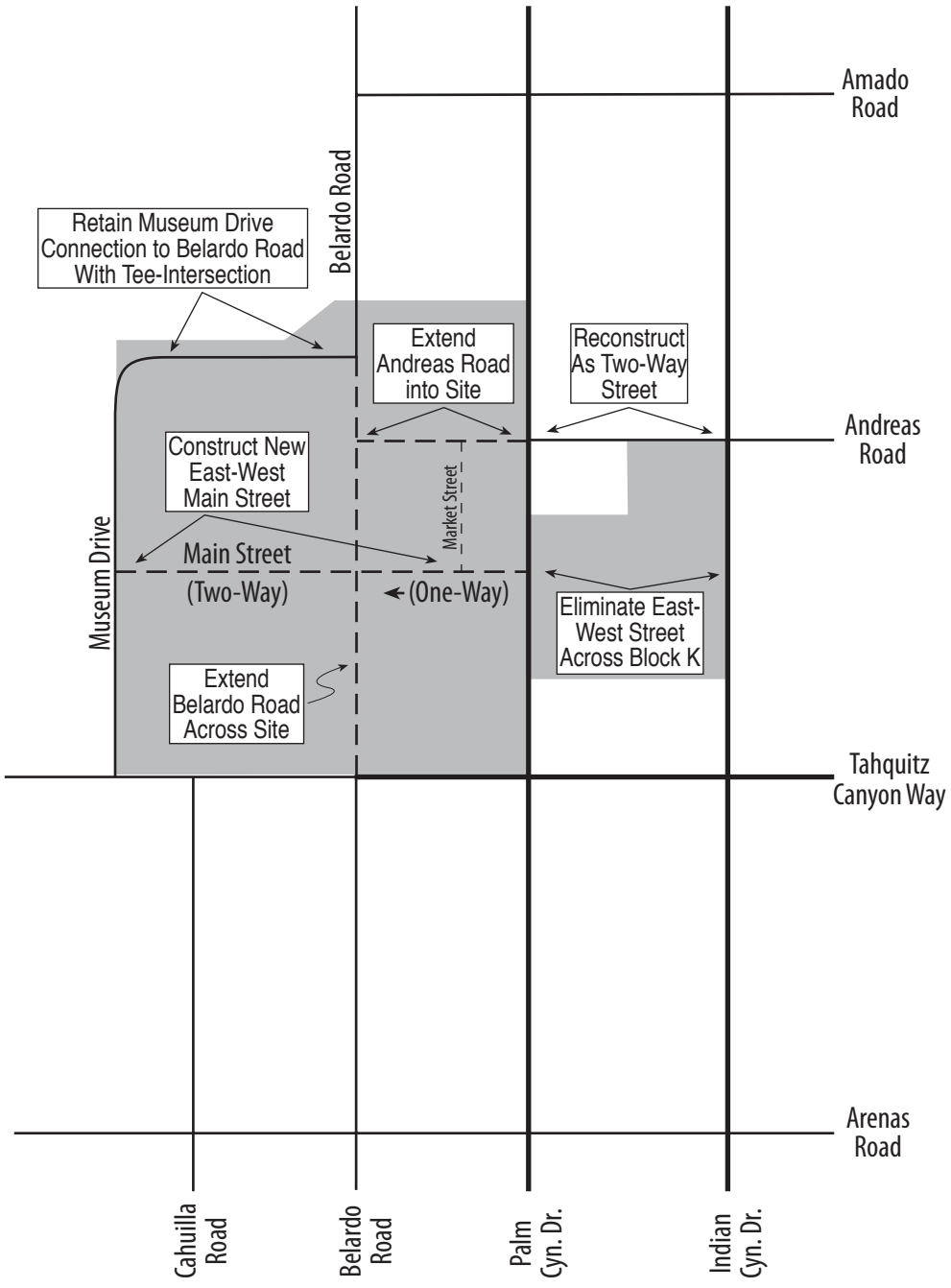
Table 2-3
Downtown Palm Springs Project Development By Phase[a]

Block	Initial Phase (Entitled/Under Construction)				Subsequent Phases of Development[c]		
	Retail/Commercial[b] (T.S.F)	Offices[b] (T.S.F.)	Hotel (Rooms)	Downtown Park (Attendees)	Retail/Offices[c] (T.S.F.)	Hotel (Rooms)	Multi-Family Attached High-Rise Dwelling Units
Block A	38,613	12,871	--	--	--	--	150
Block B	23,850	7,950	--	--	--	150	--
Block C	33,750	11,250	155	--	68,000	--	--
Block D&F	--	--	135	--	--	--	200
Block E	--	--	--	4,000	5,000	--	--
Block G	--	--	--	--	100,000	--	150
Block K	--	--	--	--	90,000	180	150
Total	96,213	32,071	290	4,000	263,000	330	650

a. The approved *Museum Market Plaza Specific Plan EIR* did not specify the location of the retail/office building space, hotel rooms, or dwelling units by block but limits the total development within the Specific Plan to 400,000 S.F. of retail/office land uses, 620 hotel rooms, and 900 residential dwelling units.
b. The total retail/office building floor area entitlement was assumed to include 75 percent retail/commercial uses and 25 percent professional offices, consistent with the 2008 TIS.
c. The development shown for subsequent development phases does not include the development within the initial phase. The total retail/office building floor area was assumed to include 75 percent retail/commercial uses and 25 percent professional offices, consistent with the 2008 TIS.

Figure 2-5

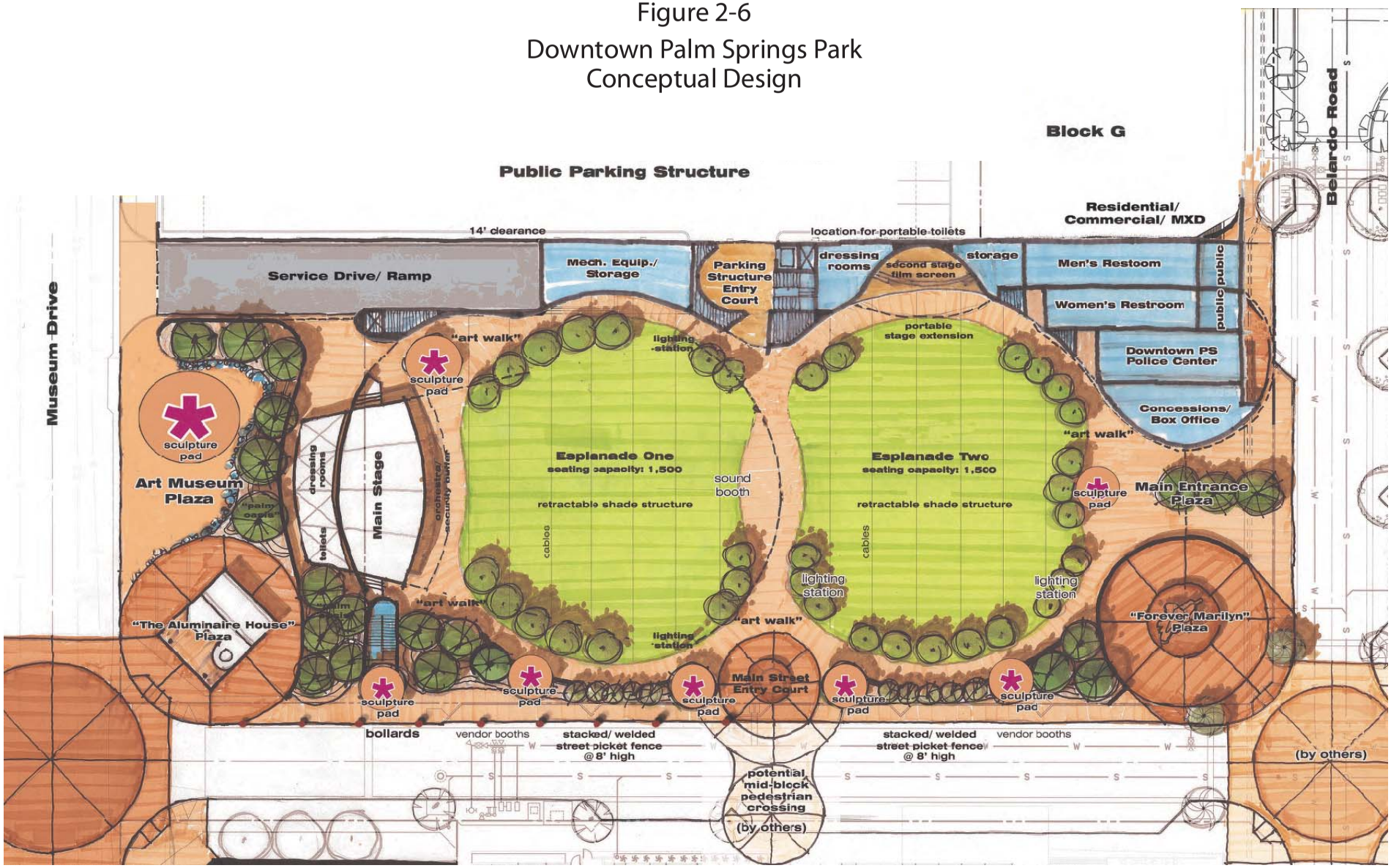
Key Elements of the Downtown Palm Springs Street Configuration



Endo Engineering

Scale: 1" = 350'

Figure 2-6
Downtown Palm Springs Park
Conceptual Design



Source: MSA Consulting, Inc.

Scale: 1" = 50'

Belardo Road is currently envisioned as a north-south roadway aligned along the eastern edge of the Downtown Palm Springs Park. Main Street would provide east-west access between Palm Canyon Drive and the Palm Springs Art Museum entry on the west side of Museum Drive. Extending Andreas Road from Palm Canyon Drive to Belardo Road and converting the existing portion of Andreas Road between Palm Canyon Drive and Indian Canyon Drive to two-way operation would provide east-west connectivity.

All streets would be finished with decorative interlocking pavers and no curbs. All new public areas would be enhanced with landscaping and other amenities designed to promote pedestrian activity and public functions. Main Street and Andreas Road would accommodate east/west travel and have enhanced paving within the site. Retractable (electric) bollards would be provided that could be raised, as needed, to allow interior streets and other areas to be used for special events and functions. The retractable bollards would be installed at the following intersections to permit street closures during community events, when necessary, to better accommodate pedestrian traffic:

- Main Street at Mid-Block Crossing,
- Main Street at Museum Drive,
- Andreas Road at Palm Canyon Drive,
- Museum Drive at Belardo Road, and
- Museum Drive at Tahquitz Canyon Way.

Andreas Road would be constructed as a public east-west two-lane street, from Palm Canyon Drive to Belardo Road, creating two internal key intersections (Intersections 14 and 16).[2] Andreas Road would separate Block A from Block B. To increase east/west connectivity between the project site and development east of Indian Canyon Drive, Andreas Road is currently being converted from a one-way (eastbound) roadway to a two-way street between Palm Canyon Drive and Indian Canyon Drive. Andreas Road would maintain a path for vehicular circulation around the periphery of the site via Museum Drive during events within Block E.

Belardo Road would be extended as a north-south local street through the project site from Tahquitz Canyon Way to Museum Drive near the northern site boundary, where it would connect to the existing alignment of Belardo Road, south of Amado Road. One travel lane in each direction is proposed with on-street parallel parking in designated areas. Additional width for sidewalks is to be dedicated by the developer via easements with the tentative parcel map.

When connected through the site, Belardo Road would accommodate traffic diverted around Villagefest by the closure of Palm Canyon Drive, between Amado Road and Baristo Road. Three new internal key intersections would be located along the new Belardo Road extension. Belardo Road at Museum Drive was evaluated as a future three-leg intersection (Intersection 15). Belardo Road at Andreas Road was evaluated as a future three-leg intersection (Intersection 16). Belardo Road at Main Street was evaluated as the future four-leg intersection (Intersection 17). During community events in Block E, Belardo Road may be closed to vehicular traffic between Andreas Road to Tahquitz Canyon Way, as needed, to accommodate pedestrian movements.

Main Street, a new two-lane east-west public street with a proposed 41-foot right-of-way and additional sidewalk width to be dedicated, would provide a direct connection between Palm Canyon Drive and Museum Drive, in front of the Palm Springs Art Museum. Main Street would accommodate two-way vehicular travel between Museum Drive and Belardo Road. From Palm Canyon Drive to Belardo Road, Main Street could operate as either a two-way street or a one-way street (for westbound travel only). The most likely configuration would be as a one-way street between Palm Canyon Drive and Belardo Road. For the purposes of this analysis, Main Street was evaluated as a one-way (westbound) street to provide a more conservative analysis.

Main Street would be constructed with enhanced paving and could be closed to vehicular travel during special events at the Downtown Palm Springs Park. With a one-way configuration traffic control signal controls would not be needed to assign the right of way for conflicting vehicular turning movements at the intersection of Palm Canyon Drive and Main Street. When compared to two-way operation, the one-way configuration would

2. There were no conflicting vehicular turning movements at the intersection of Palm Canyon Drive and Andreas Road with the roadway configuration evaluated for the Preferred Plan in the 2008 TIS. Consequently, this intersection was not evaluated in the 2008 TIS.

reduce the potential for vehicle-pedestrian conflicts as well the number of conflicting vehicular turning movements at the intersection of Palm Canyon Drive and Main Street, improving traffic operations and safety.

Market Street, a new north-south two-lane private street with enhanced paving and a shade canopy, would extend north of Main Street beyond Andreas Road to the northern site boundary. Market Street would separate the initial phase of development within Block A and Block B from the subsequent development within these blocks and accommodate activities such as an outdoor farmers market. Market Street would integrate the Hyatt Hotel into the Downtown Palm Springs development by providing a direct and inviting pedestrian access south of a new southern entry at the Hyatt Hotel.

Museum Drive, an existing north-south public collector street would extend north from Tahquitz Canyon Way to the northwest parking structure then turn ninety degrees and continue as an east-west street to intersect Belardo Road at a "T" type intersection. This configuration would maintain a route around the perimeter of the core area and the Downtown Palm Springs Park for vehicular use during community events when Belardo Road (south of Andreas Road) and Main Street may be closed to vehicular travel in the vicinity of Block E.

Circulation Refinements Since the 2008 Traffic Impact Study

The approved Museum Market Plaza Specific Plan included a site access and internal circulation configuration that was modified in several respects from the circulation configuration evaluated for the Preferred Project in the 2008 TIS. The Preferred Project evaluated in the 2008 TIS would have abandoned and vacated Museum Drive, west of Belardo Road. Museum Drive would have extended north of Tahquitz Canyon Way along the western boundary of the project site but terminated at the parking structure in the northwest corner of the site.

Museum Way, a new two-lane east-west street with a 48-foot right-of-way, would have provided a direct two-way connection between Indian Canyon Drive and Museum Drive, by crossing Block K. When the Specific Plan was approved, Museum Way was eliminated between Indian Canyon Drive and Palm Canyon Drive (across Block K) and replaced by Main Street between Palm Canyon Drive and Museum Drive.

Andreas Road, between Palm Canyon Drive and Indian Canyon Drive, has recently been converted from a one-way (eastbound) street to a two-way street. This change was not anticipated in the analysis of the Prefered Project. Andreas Road would not have been extended west of Palm Canyon Drive with the Preferred Project.

Belardo Road would have been extended north of Tahquitz Canyon Way across the site to connect to the existing alignment of Belardo Road south of Amado Road with the Preferred Project. Belardo Road would have been improved as a private street within the project site. The Specific Plan called for Belardo Road to be extended as a Collector Street with a 62-foot right-of-way.

Local Street "A/B" a former private east-west street would have been constructed south of Andreas Road, between Palm Canyon Drive and Belardo Road (between Block A and Block B) with the Preferred Project. Local Street "A/B" was replaced by the westerly extension of Andreas Road, between Palm Canyon Drive and Belardo Road. The north/south "Townhome Access" shown for the Preferred Project, west of Belardo Road, between Tahquitz Canyon Way and Museum Way, was eliminated.

Parking

The western third of the project site is currently developed with surface and underground parking that was previously associated with the Desert Fashion Plaza development and identified in the Specific Plan as being retained for future use. The Downtown Palm Springs Project that would include approximately 1,219 parking spaces plus the parking provided in Block K preserves this parking. This total includes: 223 at-grade spaces, 587 below-grade parking spaces, 300 private underground spaces, and 109 above-grade spaces, depending on the final configuration and striping plans that will include accessible spaces and parking aisles that are ADA

compliant, compact spaces, and SUV spaces. The City of Palm Springs has acquired all of the parking on the project site as well as the two "museum pads" (Blocks H-1 and H-2) that would be open green space.

Existing Uses To Be Removed

The proposed project would require the demolition and redevelopment of all of the on-site land uses except the existing parking structures and existing below grade parking. The existing parking facilities would be renovated by the City of Palm Springs. The existing land uses within the site are shown in Table 2-1. The existing Town & Country Center uses were assumed to be demolished and replaced by the land uses shown in Table 2-3 for Block K.

Pedestrian Facilities

After the initial phase of development, a 30-foot wide pedestrian "paseo" would be created along the northern site boundary. The alignment will match an improved exterior entry into the adjacent Hyatt Hotel on the north and Market Street on the south. This will integrate the Hyatt Hotel into the proposed project by improving pedestrian access between the two developments. A pedestrian paseo 30-feet wide would be provided along the alignment of Market Street, between Andreas Road and the northern site boundary. This pedestrian paseo would provide a venue for outdoor farmers markets with vendor stalls and a shade canopy.

Project Phasing

The initial phase of the project includes approved, entitled, and under construction development within the site as detailed in Table 2-3. The initial phase includes development located in each Block except Block G (north of the Downtown Palm Springs Park) and Block K (east of Palm Canyon Drive). The City of Palm Springs is currently engaged in the final design phases of the Downtown Palm Springs Park, which will require one year of construction to complete. The intent was for it to be constructed with a grand opening that coincides with the planned opening of the Kimpton Hotel and the AC Marriot Hotel near the end of the year 2016.[3] However, the current schedule includes the completion of the Downtown Palm Springs Park in October 2017.

Full implementation of the project would include subsequent phases of development within each block that are not proposed at this time. The provisions of the approved Specific Plan, which establishes detailed standards and guidelines for land use, development density, design, infrastructure, and phasing, will define future development. For the purposes of this analysis, the project buildout year was assumed to be the year 2030, which coincides with the horizon year of the future traffic projections in the *City of Palm Springs 2007 General Plan*.

2C. Project Study Area

The study area and key intersections were identified, following coordination with the City of Palm Springs. The key intersections are shown in Figure 2-2 and include:

Existing Key Intersections

1. Indian Canyon Drive @ Amado Road;
2. Indian Canyon Drive @ Andreas Road;
3. Indian Canyon Drive @ Tahquitz Canyon Way;
4. Indian Canyon Drive @ Arenas Road;
5. Palm Canyon Drive @ Amado Road;
6. Palm Canyon Drive @ Tahquitz Canyon Way;
7. Palm Canyon Drive @ Arenas Road;
8. Belardo Road @ Amado Road;

Future Key Intersections

14. Palm Canyon Drive @ Andreas Road;
15. Belardo Road @ Museum Drive;
16. Belardo Road @ Andreas Road; and
17. Belardo Road @ Main Street.

3. The six-story Kimpton Hotel will be constructed in Block C1 with 155 rooms.

9. Belardo Road @ Tahquitz Canyon Way;
10. Belardo Road @ Arenas Road;
11. Cahuilla Road @ Tahquitz Canyon Way;
12. Cahuilla Road @ Arenas Road; and
13. Museum Drive @ Tahquitz Canyon Way.

2D. Cumulative Projects

Through coordination with the City of Palm Springs, sixteen cumulative projects were identified that would generate traffic through the study area, as shown in Table 2-4. The area encompassed by the cumulative projects extended north to Tamarisk Road, east to Farrell Drive, and south to East Palm Canyon Drive. The location of each of the cumulative developments addressed is shown in Figure 2-7.

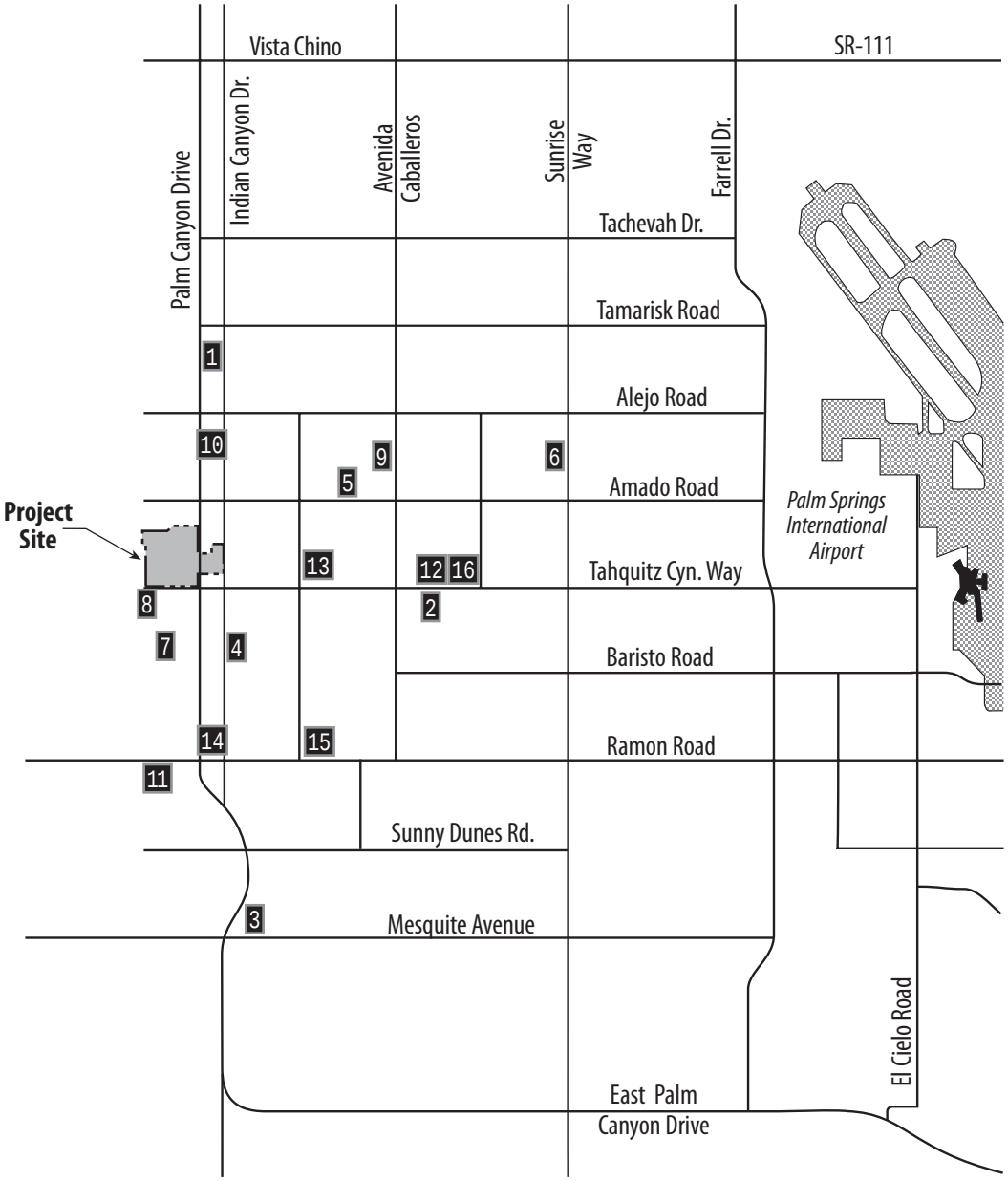
Table 2-4
Cumulative Projects Evaluated

Project	Land Use Category	ITE Code[a]	Quantity[b]
1. **750 Lofts**	Hotel Commercial Restaurant	310 820 931	46 Rooms 2.595 TSF 3.025 TSF
2. **Agua Caliente Museum**	Museum	Rael TIA	90,000 SF
3. **The Cameron (TTM 33575**)	Residential- MFA Commercial	230 826	100 DU 32.58 TSF
4. **Canyon Lofts (TTM 36815)**	Residential- MFA	230	104 DU
5. **Dolce Hotel**	Hotel Residential- SFD	310 210	200 Rooms 50 DU
6. **En Alza (TTM 36878)**	Residential- SFD	210	50 DU
7. **La Serena Villas**	Hotel	310	6 Rooms
8. **Palm Mountain Resort**	Hotel	310	20 Rooms
9. **Palomino**	Residential- SFD	210	6 DU
10. **Rael Development**			
- Existing	Commercial General Office Restaurant	826 SANDAG 932	17,490 SF 2,500 SF 1,620 SF
- Proposed	Commercial Residential- MFA General Office	814 230 SANDAG	28,000 SF 130 DU 4,400 SF
11. **Skye (TTM 36738)**	Residential- SFD	210	40 DU
12. **Sol (TTM 36525)**	Residential- SFD	210	17 DU
13. **Spa Hotel**	Hotel	310	150 Rooms
14. **The Palm Canyon (TTM 33514)**			
- Existing (50% Occupied)	Retail	820	45,936 SF
- Proposed	Retail Residential - MFA	820 230	39,250 SF 125 DU
15. **Village Traditions**	Residential- SFD	210	31 DU
16. **Vivante (TPM 35989)**	Senior Housing Commercial	254 826	132 DU 26 TSF

a. The ITE Trip Generation Land Use Code is shown except for the museum (where the Rael trip generation forecast was assumed) and the small General Office use for which rates in the SANDAG *Traffic Generators* publication were assumed because the floor area was too small to fall within the cluster of data in the ITE *Trip Generation* manual.

b. SF = Square Feet. DU = Dwelling Units.

Figure 2-7
Sixteen Cumulative Projects



Legend

1	750 Lofts	9	Palomino
2	Agua Caliente Museum	10	Rael Development (TTM 34190)
3	The Cameron (TTM 33575)	11	Skye (TTM 36738)
4	Canyon Lofts (TTM 36815)	12	Sol (TM 36525)
5	Dolce Hotel	13	Spa Hotel
6	En Alza (TTM 36878)	14	The Palm Canyon (TTM 33514)
7	La Serena Villas	15	Village Traditions II
8	Palm Mountain Resort	16	Vivante (TPM 35989)

Endo Engineering

Scale: 1" = 2765'

3.0 CIRCULATION BACKGROUND ANALYSIS

3A. Existing and Approved Land Uses

The project site is located within the heart of downtown Palm Springs, a world-famous premier desert resort destination and community. Within the City of Palm Springs central business district (CBD) the dominant land uses include pedestrian-oriented shopping and entertainment districts, destination resorts, businesses, and commercial/retail uses for residents, tourists, and the regional market. Commercial vehicle loading of goods and people occurs on a regular basis in the downtown and a heavy demand exists for parking with a high degree of parking turnover.

Existing On-Site Land Uses

The Town & Country Center and the Zeldaz Nightclub/Restaurant are located south of Andreas Road, between Palm Canyon Drive and Indian Canyon Drive. The existing land uses/entitlements to be replaced within the Town & Country Center are shown in Table 2-1 and include 15,040 S.F. of restaurant uses, 17,610 S.F. of retail uses, 2,350 S.F. of professional office space, and 15,980 S.F. of the Bank of America Building.

A multi-level parking garage is currently located in the northwest corner of the site that is accessed from Museum Drive. An underground parking garage extends from beneath the northern portion of the property to its southwest corner. This parking area is accessed from Tahquitz Canyon Way, between Belardo Road and Cahuilla Road.

Belardo Road (south of Amado Road), Museum Drive, and Tahquitz Canyon Way (east of Museum Drive) currently provide an important link in several citywide bikeway loops. The Heritage Trail Citywide Loop, the Tahquitz Creek Citywide Loop, the Downtown Loop and the Las Palmas Loop all include bikeways along Belardo Road and Museum Drive

Villagefest Street Fair

Villagefest and other special events, festivals, and parades occur in downtown Palm Springs periodically throughout the year. Every Thursday night, the Villagefest street fair occurs on Palm Canyon Drive, between Amado Road and Baristo Road. This requires the closure of Palm Canyon Drive for a distance of one-half mile. Thursday traffic volumes in the study area during Villagefest includes through traffic, local traffic, and Villagefest visitor traffic.

Started in 1991, Villagefest occurs between 6:00 PM and 10:00 PM from October through May, and between 7:00 PM and 10:00 PM from June through September. Villagefest attracts thousands of visitors each week by offering street entertainment and more than 200 booths with art, hand-crafted items, and unique food.

The closure of Palm Canyon Drive to southbound traffic on Thursday evenings to accommodate Villagefest activities more than doubles the traffic volumes on Belardo Road, south of Amado Road and south of Tahquitz Canyon Way. Traffic volumes also increase dramatically along Museum Drive, which connects Belardo Road to Tahquitz Canyon Way, and along Calle Encilia, a north-south roadway located east of Indian Canyon Drive.

Approved On-Site Land Uses

The approved on-site land uses are shown in Table 2-2 and include a maximum of 400,000 S.F. of commercial/retail and professional office floor space, 620 hotel rooms, and 900 high-rise multi-family attached dwelling units. Block E is currently approved for development as the future Downtown Palm Springs Park, a 1.3-acre outdoor public open space and venue for community events. The Downtown Palm Springs Revitalization

Plan was approved for the site and determined to be consistent with the approved Museum Market Plaza Specific Plan. The Downtown Palm Springs Project would include the land uses shown in Table 2-2. Additional development would be allowed within the project site up to the maximum entitlements associated with the Museum Market Plaza Specific Plan.

3B. Surrounding Street System

Figure 3-1 depicts the street system within the study area including the existing traffic control devices at the key intersections and the number of mid-block through lanes. North/south access is provided primarily by a one-way couplet formed by Palm Canyon Drive and Indian Canyon Drive. One-way streets typically have a somewhat greater capacity than two-way streets due to the reduced friction and because left-turn movements can be made more easily when there is no opposing traffic. Better traffic signal progression is often possible on one-way streets. Where cross streets are also one-way, (e.g., Palm Canyon Drive at Andreas Road and Indian Canyon Drive at Andreas Road) turning movement conflicts are further reduced. The reduction in total possible movements also reduces pedestrian-vehicular conflicts.

East/west access is provided primarily by Tahquitz Canyon Way, which connects downtown Palm Springs to the Resort/Convention Center District within Section 14 and the Palm Springs International Airport (to the east). Tahquitz Canyon Way also provides access to the residential neighborhood located southwest of the project site.

Local access is provided by Belardo Road, Amado Road, Andreas Road, and Arenas Road. Direct site access is provided by Belardo Road, Palm Canyon Drive, Indian Canyon Drive, Museum Drive, Cahuilla Road, Andreas Road, and Arenas Road. Most of the streets in the study area currently permit parallel on-street curb parking. Parking bays have been constructed along both sides of Palm Canyon Drive and Indian Canyon Drive to provide for the short-duration parking needs of abutting uses while minimizing the potential for adverse impacts on capacity and safety that are typically associated with on-street parking along arterial streets.

Palm Canyon Drive is a 3-lane one-way roadway within the study area serving southbound traffic. A significant portion of the traffic approaching the site from the north on Palm Canyon Drive is regional traffic from the Interstate 10 Freeway. The posted speed limit along Palm Canyon Drive is 25 miles per hour (MPH). On-street parallel parking is currently permitted on both sides of Palm Canyon Drive throughout the study area. The existing pavement width is approximately 50 feet curb-to-curb.

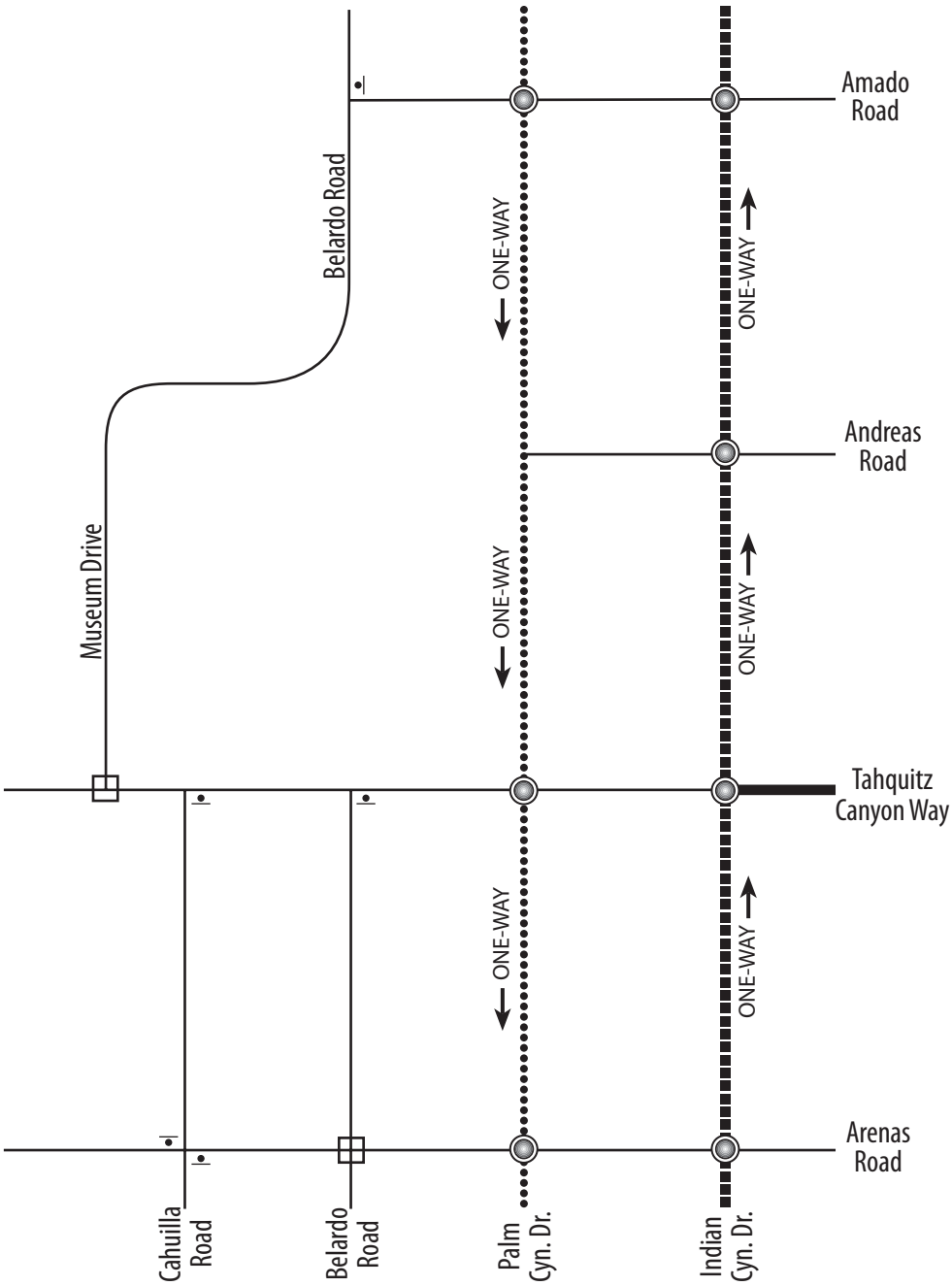
Indian Canyon Drive is a 4-lane one-way roadway within the study area serving northbound traffic. The posted speed limit along Indian Canyon Drive is 30 mph. Indian Canyon Drive provides direct access to the Interstate 10 Freeway, via an interchange located north of the study area. In conjunction with Palm Canyon Drive, Indian Canyon Drive provides the primary north/south arterial access to Downtown Palm Springs as the northbound side of a one-way couplet. Parallel on-street parking is currently permitted along both sides of Indian Canyon Drive within the study area. The existing pavement width is approximately 61 feet curb-to-curb.

Tahquitz Canyon Way is the most direct link between the Palm Springs International Airport terminal and the study area. East of Indian Canyon Drive, Tahquitz Canyon Way is a 4-lane divided east/west roadway with a raised landscaped median and a posted speed limit of 30 mph. West of Indian Canyon Drive, Tahquitz Canyon Way is a 52-foot wide two-lane undivided street with on-street parallel parking on both sides of the roadway and sufficient pavement width for a dedicated left-turn lane at intersections. West of Museum Drive, Tahquitz Canyon Way provides access to a condominium complex. The intersections of Tahquitz Canyon Way with Palm Canyon Drive and with Indian Canyon Drive are both signalized.

Belardo Road is a north/south two-lane undivided roadway located approximately 325 feet west of Palm Canyon Drive (at Amado Road). South of Amado Road, Belardo Road diverts to the west to connect to Museum Drive. From Tahquitz Canyon Way south, Belardo Road appears to be located approximately 335 feet west of Palm Canyon Drive. Belardo Road is controlled by a STOP sign at Tahquitz Canyon Way. An all-way STOP

Figure 3-1

Surrounding Street System



Legend

- Signalized Intersection
- Stop Sign
- All-Way Stop
- Four Lanes-Divided
- Four Lanes-Undivided
- Three Lanes-Undivided
- Two Lanes-Undivided

Endo Engineering

Scale: 1" = 350'

controls the intersection of Belardo Road and Arenas Road. The prima facie speed on Belardo Road appears to be 25 mph.

Amado Road is a two-lane undivided roadway that is signalized at the intersections of Palm Canyon Drive and Indian Canyon Drive. Amado Road provides access from the project site to the Spa Resort Casino and Palm Springs Convention Center. East of Indian Canyon Drive, Amado Road has sufficient pavement width to accommodate four travel lanes. The prima facie speed on Amado Road in the study area appears to be 25 mph.

Andreas Road is a two-lane undivided roadway with sufficient pavement width to accommodate four travel lanes east of Indian Canyon Drive. Until recently, Andreas Road, between Palm Canyon Drive and Indian Canyon Drive, was a single lane one-way (eastbound) street with angled parking on the south side and parallel on-street parking on the north side of the roadway. The intersection of Andreas Road and Indian Canyon Drive is signalized, and the eastbound approach was channelized to prevent eastbound through movements across Indian Canyon Drive. With the angled parking on the south side of Andreas Road, the eastbound approach was sufficiently off-set to the north of the receiving lane on Andreas Road, east of Indian Canyon Drive, to make it impractical to allow the eastbound vehicles to make a through movement. Traffic on Andreas Road currently moves at low speeds (15 mph) throughout the day.

When the traffic counts were made at the key intersections, Andreas Road was closed at the intersection of Palm Canyon Drive. Construction activities were underway to convert the one-way segment to two-way operation. Existing traffic volumes were estimated for the intersections of Andreas Road with Palm Canyon Drive and Indian Canyon Drive based on the count data provided in the 2008 TIS

Arenas Road is an east/west two-lane undivided roadway that extends across the southern portion of the study area. The intersection of Arenas Road and Cahuilla Road is two-way stop controlled with STOP signs on Cahuilla Road. The intersection of Arenas Road and Belardo Road is all-way stop controlled. The two intersections of Palm Canyon Drive and Indian Canyon Drive with Arenas Road are controlled by traffic signals. West of Indian Canyon Drive, the posted speed limit is 25 mph. East of Indian Canyon Drive, Arenas Road has angled parking on the north and south side of the street and operates with a prima facie speed of 15 mph.

Museum Drive is a north/south two-lane undivided roadway that extends from Tahquitz Canyon Way north to Belardo Road, along the western edge of the project site. Museum Drive provides access to the Palm Springs Art Museum as well as parking areas serving the former Desert Fashion Plaza development. The posted speed limit on Museum Drive is 25 mph. Bike lanes are located on both sides of Museum Drive/Belardo Road. On-street parallel parking is permitted on Museum Drive.

Cahuilla Road is a north/south two-lane undivided roadway, which extends south of Tahquitz Canyon Way approximately 310 feet west of Belardo Road. The two intersections of Cahuilla Road with Tahquitz Canyon Way and Arenas Road are two-way stop controlled with STOP signs on Cahuilla Road. The speed on Cahuilla Road is approximately 25 mph.

3C. General Plan Circulation System

Proposals for development and redevelopment must be reviewed for consistency with the goals and policies in the *Palm Springs 2007 General Plan*. Where inconsistencies are found, mitigation measures must be identified to address those impacts.

The Circulation Element of the *Palm Springs 2007 General Plan* details the general location, character, and extent of the circulation system required to serve future travel demands associated with build-out per the Land Use Element of the General Plan. It details the roadway classification (i.e. major thoroughfare, secondary thoroughfare or collector street), the required right-of-way width, designated truck routes, master planned bikeways and horse trails. The Circulation Element Map in the *Palm Springs 2007 General Plan* does not include all local streets.

The *City of Palm Springs 2007 General Plan* was updated in October of 2007. The roadway classifications shown therein for the roadways within the study area are illustrated in Figure 3-2. Figure 3-3 illustrates typical street cross-sections by roadway classification within the City of Palm Springs. The revisions made in October 2007 included changes in the Circulation Element classification of the streets within the study area. Tahquitz Canyon Way was designated as a four-lane divided Major Thoroughfare, east of Belardo Road, and a 2-lane undivided Collector Street, between Museum Drive and Belardo Road.

As shown in Figure 3-2, Amado Road, Indian Canyon Drive, Palm Canyon Drive, and Tahquitz Canyon Way (east of Belardo Road) are classified as Major Thoroughfares. Major Thoroughfares are typically high capacity streets with a 10-foot to 14-foot wide median that provide four or more travel lanes within a 100-foot to 110-foot right-of-way. Major Thoroughfares have a limited number of cross streets and provide stacking and turning lanes at intersections.

Arenas Road is classified as a Secondary Thoroughfare within the study area. Secondary Thoroughfares are four-lane undivided roadways with 64 feet of pavement and an 80-foot or 88-foot right-of-way. Secondary Thoroughfares chiefly serve locally destined traffic and secondary traffic generators.

Collector Streets are typically two-lane undivided roadways with 40 feet of pavement within a 60-foot to 66-foot right-of-way. Within the study area, the Collector Streets include: Andreas Road (between Palm Canyon Drive and Indian Canyon Drive), Belardo Road, and Tahquitz Canyon Way (between Belardo Road and Museum Drive).

Cahuilla Road is a two-lane undivided local street in the study area. Andreas Road, east of Indian Canyon Drive, is also a local street. Local streets typically provide two travel lanes and a pavement width of 36 feet (measured curb-to-curb) within a right-of-way that is 50-feet to 60-feet in width.

The City of Palm Springs Circulation Element includes numerous circulation goals, policies, and actions that may be relevant to the project, which have been included as Appendix E. Policy CR2.1 specifies that Level of Service D or better be maintained for the City's circulation network, as measured using "in season" peak hour conditions.

3D. Existing Traffic Volumes

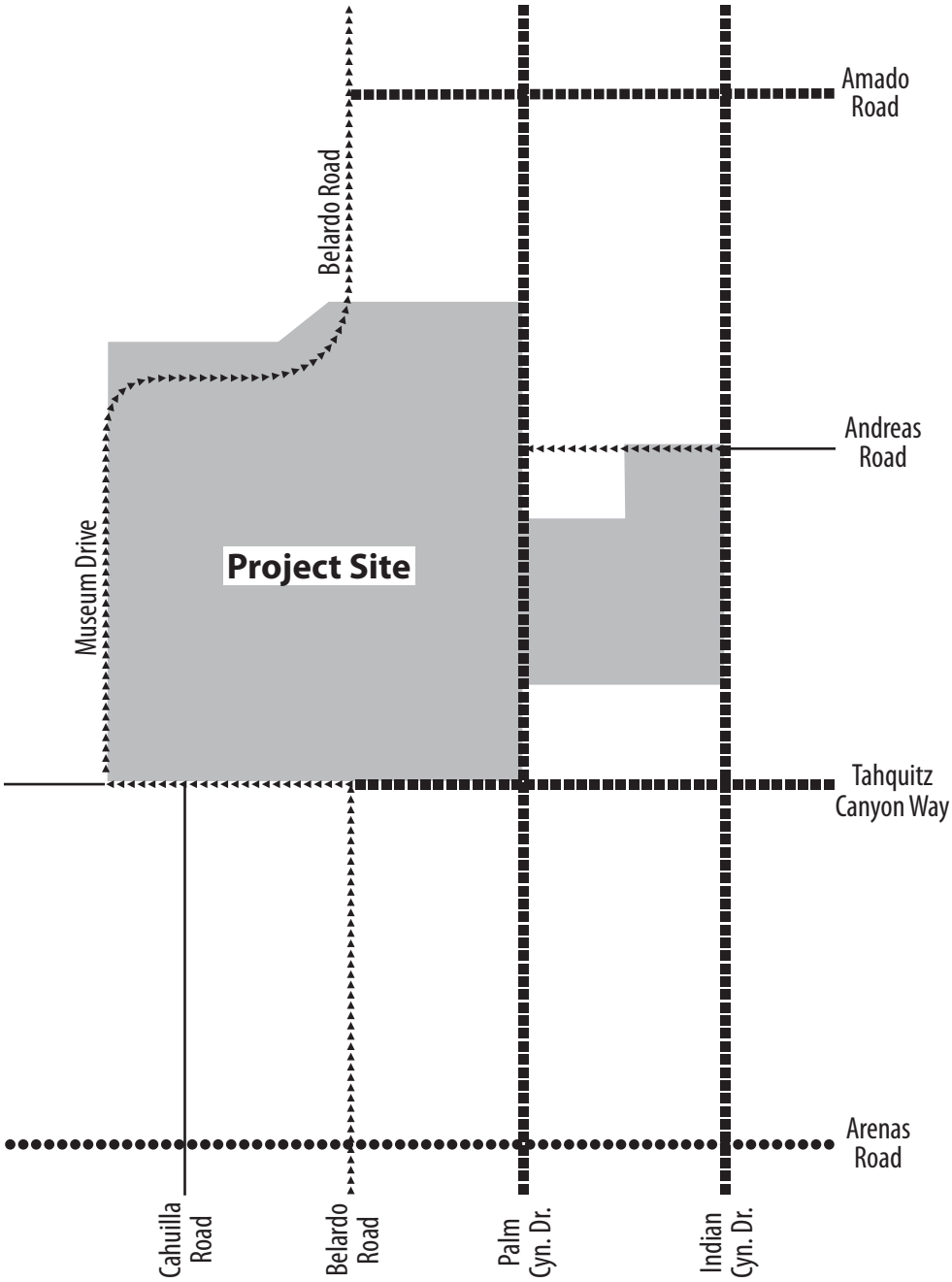
The Coachella Valley is relatively isolated from neighboring urbanized regions and is home to hundreds of resort facilities and retirement communities. A large tourist and retired population, supported by large service sector employment, generates travel patterns that are, in many ways, atypical of Southern California. Seasonal fluctuations in traffic demand reflect trip purposes and the activity in the area served by the roadways.

Approximately 3.5 million people visit the Coachella Valley each year. The tourist season extends from October to May, with the increase in the tourist population beginning to peak in January. Traffic volumes throughout the Coachella Valley are subject to significant seasonal fluctuations, as the population swells in the winter and spring with tourists and part-year residents known as "snow birds," then decreases as they leave to avoid the hot summer months.

New 24-Hour Traffic Counts

New 24-hour traffic counts were collected within the study area, from Wednesday August 19, 2015 through Saturday August 22, 2015 on three north-south roadways and two east-west roadways. The 24-hour directional traffic count locations included: (1) Arenas Road, east of Belardo Road; (2) Belardo Road, south of Amado Road; (3) Indian Canyon Drive, south of Andreas Road; (4) Palm Canyon Drive, south of Andreas Road; and (5) Tahquitz Canyon Way, east of Belardo Road. The traffic count data is included in Appendix A.

Figure 3-2
Palm Springs General Plan Circulation System



Legend

- Major Thoroughfare
- Secondary Thoroughfare
- Collector Street
- Local Street

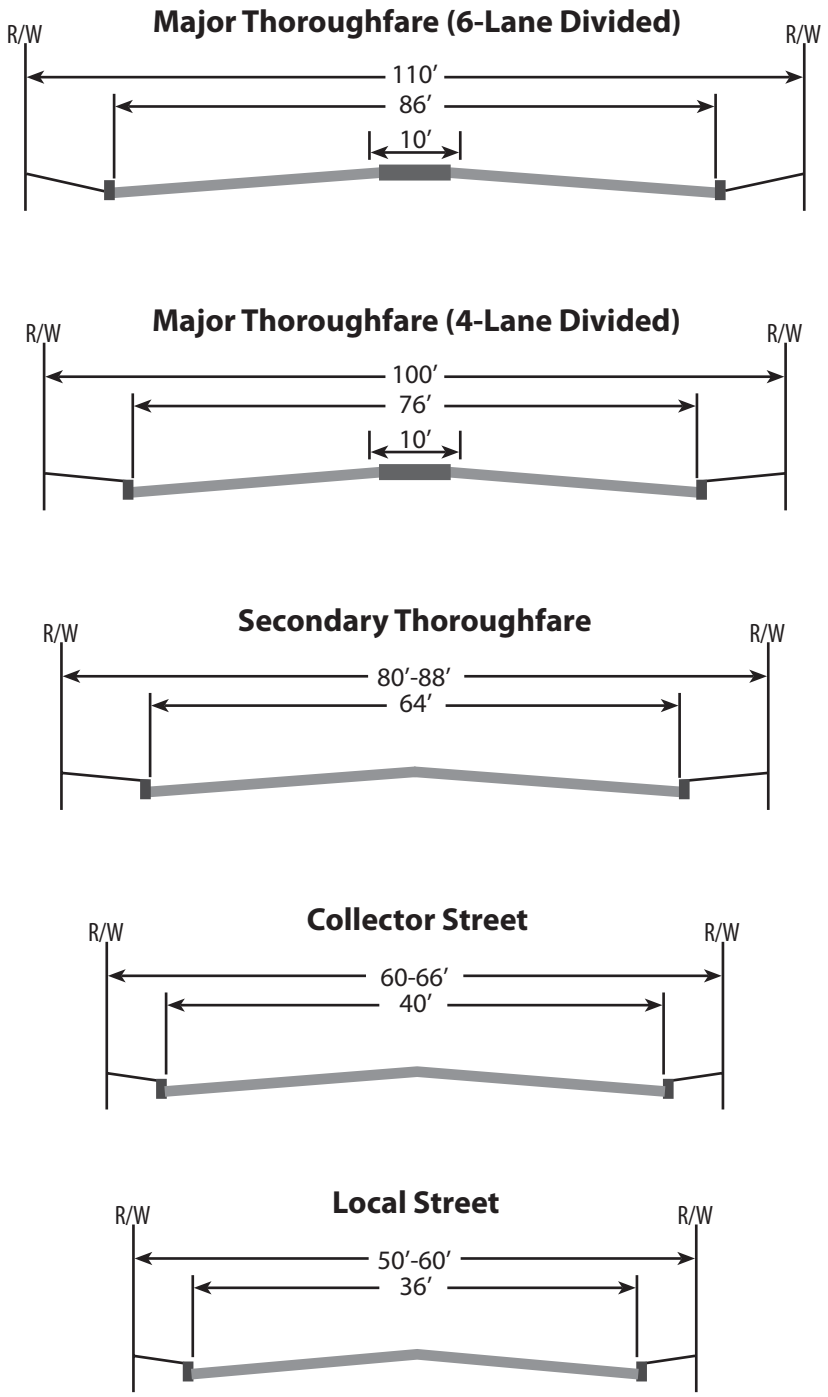
Endo Engineering

Source: "City of Palm Springs 2007 General Plan"

Scale: 1" = 350'

Figure 3-3

Typical Street Cross-Sections
(City of Palm Springs)



Additional right-of-way may be required for sidewalks and bike lanes in some cases

Endo Engineering

Source: *City of Palm Springs 2007 General Plan*

The traffic count data was collected to document the baseline traffic volumes in the study area but also for use in identifying an appropriate seasonal expansion factor. This factor was needed to increase the new intersection turning movement traffic counts made during the off-peak season to more closely reflect the peak season travel demands.

The 24-hour traffic counts made on Wednesday at all five of the count locations showed that the traffic volumes during the midday peak hour (between 11:00 AM to 1:00 PM) currently exceed the volumes during the traditional morning commuter peak hour (between 7:00 AM and 9:00 AM). When the two-way traffic volumes at the five traffic count locations were combined, a total of 2,048 vehicles per hour (VPH) were counted during the midday peak hour, which exceeded the 1,593 VPH counted during the morning peak hour by 29 percent. Therefore, peak hour traffic levels in the project vicinity on weekdays were evaluated for the highest volume hour during the midday (between 11:00 AM to 1:00 PM) and during the evening (between 4:00 PM to 6:00 PM).

New Peak Hour Traffic Counts

To determine the peak hour traffic volumes at the existing key intersections, two-hour midday peak (11:00 AM to 1:00 PM) and two-hour evening peak (4:00 PM to 6:00 PM) manual turning movement traffic counts were made on Wednesday, August 19, 2015 at thirteen existing key intersections by Counts Unlimited. Although the school year had started when the traffic counts were made, the traffic volumes in the study area peak in the winter and spring, rather than during August. Consequently, the new traffic count data collected at the key intersections were increased to reflect the peak season conditions within the study area.

No new traffic count was made at the intersection of Palm Canyon Drive with Andreas Road (Intersection 14), which was closed for construction. A southbound right-turn lane on Palm Canyon Drive at Tahquitz Canyon Way was closed for construction and the sidewalk and on-street parking were also eliminated on the west side of the roadway by the construction activity. It is possible that local residents, being aware of the construction activity along Palm Canyon Drive within the study area, were avoiding this area when the traffic counts were collected.

The sum of all of the entering traffic volumes made at the thirteen key intersections on Wednesday (August 19, 2015) was 7,796 vehicles per hour (VPH) during the midday peak hour. This was 16 percent greater than the sum of the entering vehicles during the evening peak hour (6,711 VPH). Consequently, the midday peak hour on weekdays represents the highest volume hour for design purposes.

Peak Season Expansion Factor

Available 24-hour traffic count data for the peak season of the year 2015 was used to identify an appropriate seasonal expansion factor for the peak hour traffic count data collected on Wednesday, Thursday and Saturday at the key intersections within the study area. The traffic count data published By CVAG in the *2015 Traffic Census Report* included one daily peak season southbound traffic count for Palm Canyon Drive, south of Tahquitz Canyon Way. However, no corresponding northbound count was available for Indian Canyon Drive, south of Tahquitz Canyon Way. Palm Canyon Drive and Indian Canyon Way function as a one-way couplet in the study area. If local residents are avoiding the construction along Palm Canyon Drive, the 24-hour traffic count data for this roadway will be lower than normal. Therefore, an appropriate seasonal expansion factor was determined by comparing the new 24-hour traffic count data to peak season traffic counts published by CVAG in the *2015 Traffic Census Report* for both Palm Canyon Drive and Indian Canyon Drive.

The new southbound traffic count for Palm Canyon Drive and northbound traffic count for Indian Canyon Drive, south of Andreas Road, were added together then compared to the combined peak season CVAG traffic count data for these major thoroughfares. The new traffic counts for Palm Canyon Drive and Indian Canyon Drive, south of Andreas Road, included a total of 8,854 vehicles per day (VPD) in the southbound direction and 10,988 VPD in the northbound direction on Wednesday, August 19, 2015. The combined total volume counted in both directions was 19,842 VPD.

The CVAG *2015 Traffic Census Report* included peak season traffic counts for both Palm Canyon Drive and Indian Canyon Drive that were made south of Alejo Road and north of Ramon Road. Since these count locations are near the northern and southern boundaries of the study area, and the new traffic count data was collected in the middle of the study area, the two CVAG peak season traffic counts for each roadway were averaged. The resulting average daily northbound volume for Indian Canyon Drive was added to the average daily southbound volume for Palm Canyon Drive to identify the two-way volume during the peak season of 24,314 VPD.

The weekday 2-way peak season CVAG volume of 24,314 VPD was divided by the new Wednesday 2-way traffic count of 19,842 VPD made on August 19, 2015 to identify an appropriate seasonal expansion factor of 22.5 percent. To ensure that conditions in the peak season were addressed, this 22.5 percent seasonal correction factor was applied to all of the peak hour traffic count data collected at the key intersections, including the Wednesday, Saturday, and Thursday traffic counts (which were made during Villagefest).

Annual Traffic Growth Rate

Based upon historical traffic counts compiled by CVAG for Palm Canyon Drive, south of Tahquitz Canyon Way, the average weekday traffic volumes in the study area during the peak season have decreased steadily every year since the year 2008, when the traffic volume peaked at 13,591 VPD. The CVAG year 2015 weekday traffic volume of 9,482 VPD is 70 percent of the traffic volume in the year 2008. Based on this historical traffic count data, no single annual traffic growth rate was applied to the new seasonally corrected traffic counts. Future increases in traffic volumes on the streets within the study area will occur in increments as each new cumulative development and phase of development within the project site is completed.

The existing year 2015 peak season typical weekday midday and evening peak hour traffic volumes by turning movement at the key intersections are shown in Figure 3-4. The 24-hour traffic counts made for the 2008 TIS (when traffic volumes within the study area were at their peak) determined that when the site was developed and traffic volumes in the area were higher than they are currently, 8.0 percent of the daily traffic volumes in the study area occurred during the evening peak hour. This 8.0 percent factor, was assumed to be applicable to the current year 2015 peak season traffic volumes within the study area as well as future traffic volumes with the Downtown Palm Springs Project developed. The weekday traffic volumes adjacent to the key intersections were estimated from the seasonally corrected current peak hour traffic volumes shown in Figure 3-4, by applying this factor. The peak season typical weekday traffic volume estimates are shown in Figure 3-5 and provided in more detail in Table 3-1.

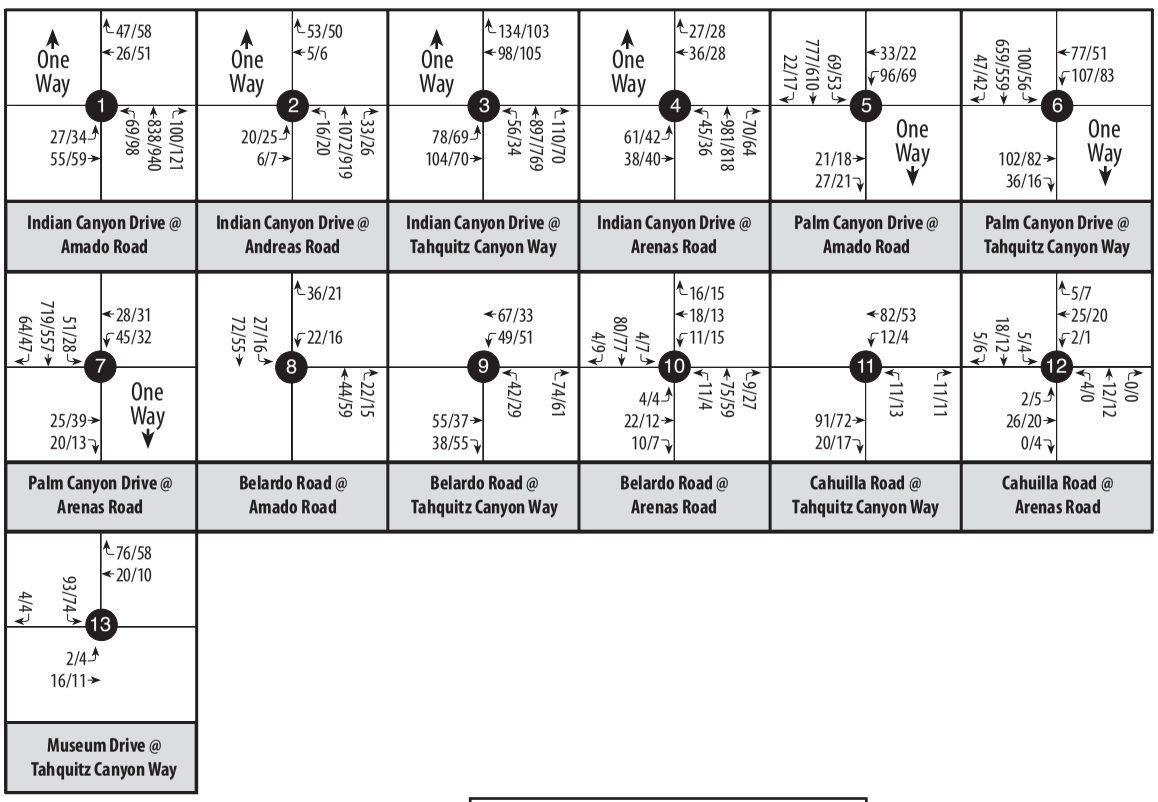
Existing Traffic Diverted To Belardo Road During Villagefest

Villagefest is located on Palm Canyon Drive, between Amado Road and Baristo Road. From June through September, Villagefest is open between 7:00 PM and 10:00 PM on Thursday nights. From October to May, the Villagefest hours extend from 6:00 PM and 10:00 PM. Although Villagefest occurs after the typical 4:00 PM to 6:00 PM peak commuter travel period, traffic volumes along some routes within the study area increase dramatically during Villagefest activities. Motorists diverting around the closed section of Palm Canyon Drive increase traffic volumes substantially along Museum Drive and along Belardo Road, south of Amado Road and south of Tahquitz Canyon Way.

Although some local residents may avoid the area during Villagefest activities because of the closure of Palm Canyon Drive, the sum of the five 24-hour traffic counts made in the study area on Thursday, August 20, 2015, exceeded the Wednesday traffic counts by 4.2 percent. The north/south travel demand in the study area on Belardo Road and Museum Drive more than doubled on Thursday during Villagefest, when Palm Canyon Drive was closed to southbound traffic.[1] The increase in diverted traffic volumes was also evident on Tahquitz Canyon Way, between Museum Drive and Belardo Road, and south of Tahquitz Canyon Way (on Belardo Road and, to a lesser extent, on Cahuilla Road).

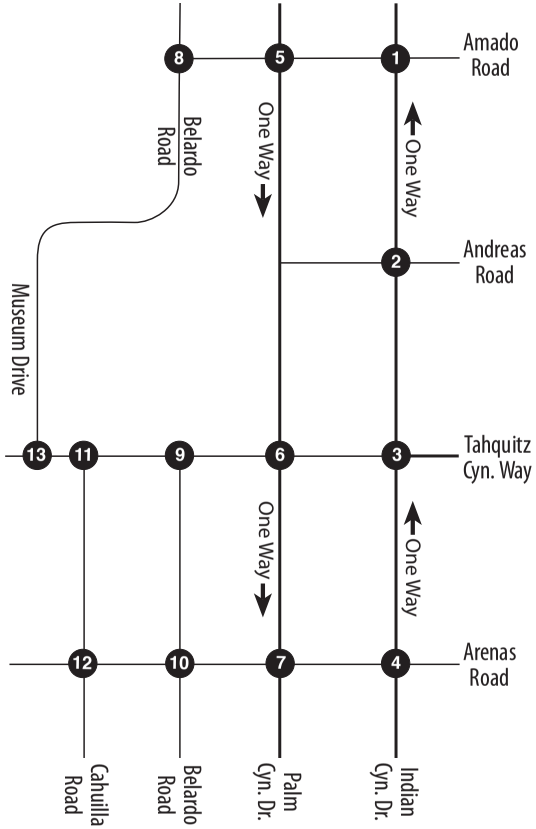
1. The 24-hour traffic counts made on Belardo Road, south of Amado Road, revealed that the daily traffic volume increased by approximately 2,122 vehicles per day (VPD) from 1,613 VPD on Wednesday (August 19, 2015) to 3,835 VPD on Thursday (August 20, 2015).

Figure 3-4
Existing Weekday Peak Hour Traffic Volumes
(Year 2015 - Peak Season)



Legend

5/8 Midday/Evening Peak Hour Turning Volume

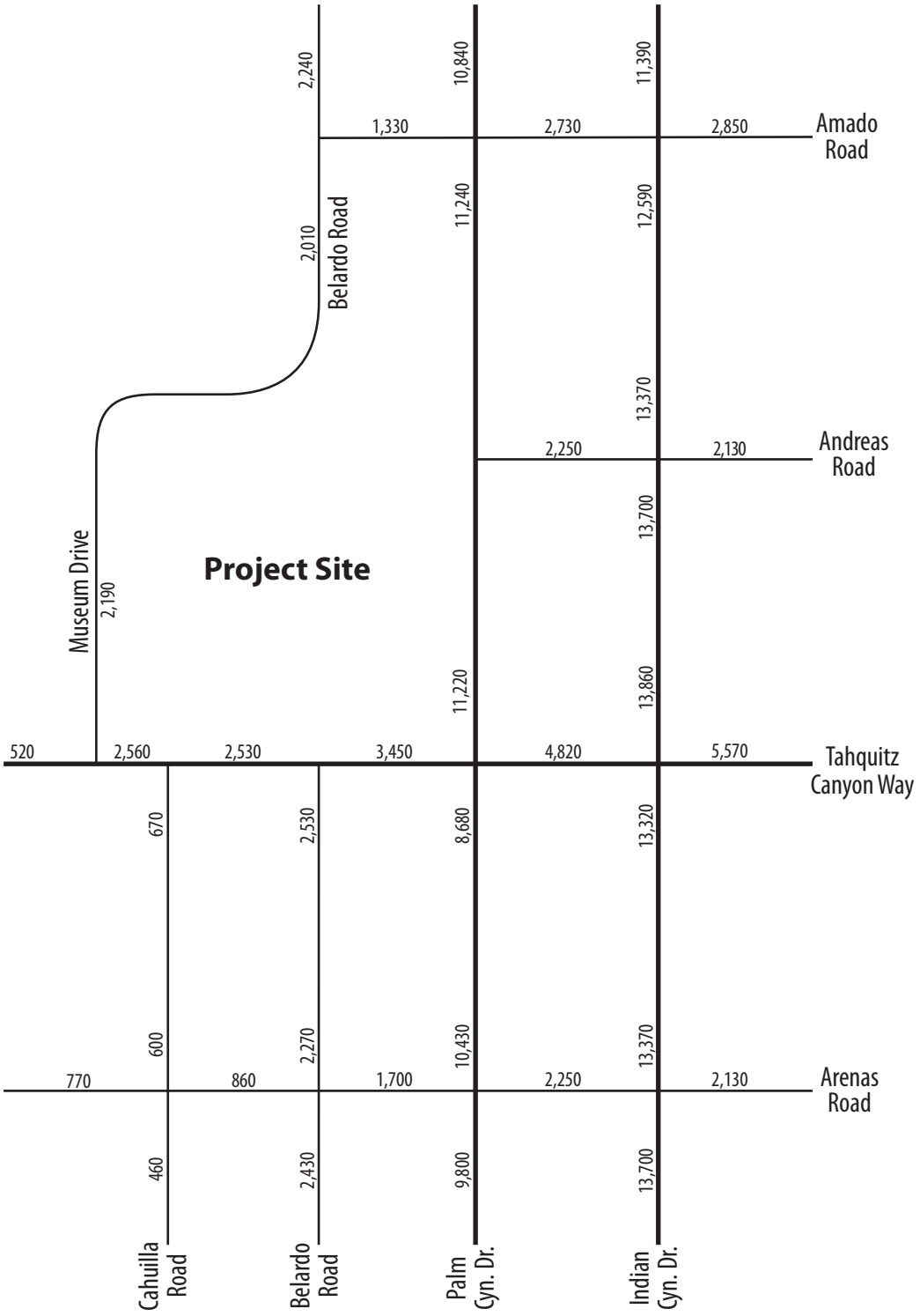


Endo Engineering

Schematic

Figure 3-5

Existing Weekday Traffic Volumes
(Year 2015 Peak Season)



Endo Engineering

Source: Weekday volumes estimated as 12.5 times PM peak hour volumes shown in Figure 3-4.

Scale: 1" = 350'

Table 3-1
Existing Peak Season Typical Weekday Traffic Volumes[a]

Roadway Segment	Year 2015 Peak Season Weekday Traffic Volume Estimate (Two-Way)
Amado Road	
- East of Belardo Road	1,330
- West of Palm Canyon Drive	1,290
- East of Palm Canyon Drive	2,730
- West of Indian Canyon Drive	2,210
- East of Indian Canyon Drive	2,850
Andreas Road	
- West of Indian Canyon Dr.	2,250
- East of Indian Canyon Dr.	2,130
Tahquitz Canyon Way	
- West of Mission Drive	520
- East of Mission Drive	2,560
- West of Cahuilla Road	2,540
- East of Cahuilla Road	2,450
- West of Belardo Road	2,530
- East of Belardo Road	3,060
- West of Palm Canyon Drive	3,450
- East of Palm Canyon Drive	4,820
- West of Indian Canyon Drive	4,180
- East of Indian Canyon Drive	5,570
Arenas Road	
- West of Cahuilla Road	770
- East of Cahuilla Road	780
- West of Belardo Road	860
- East of Belardo Road	1,000
- West of Palm Canyon Drive	1,700
- East of Palm Canyon Drive	1,870
- West of Indian Canyon Drive	2,250
- East of Indian Canyon Drive	2,130
Indian Canyon Drive	
- North of Amado Road	11,390
- South of Amado Road	12,590
- North of Andreas Road	13,370
- South of Andreas Road	13,700
- North of Tahquitz Canyon Way	13,860
- South of Tahquitz Canyon Way	13,320
- North of Arenas Road	13,370
- South of Arenas Road	13,700

a. To estimate the daily volume from the peak hour traffic volumes, it was assumed that 8 percent of the weekday traffic volume occurs during the evening peak hour.

Table 3-1 (Continued)
Existing Peak Season Typical Weekday Traffic Volumes[a]

Roadway Segment	Year 2015 Peak Season Weekday Traffic Volume Estimate (Two-Way)
Palm Canyon Drive	
- North of Amado Road	10,840
- South of Amado Road	11,240
- North of Tahquitz Canyon Way	11,220
- South of Tahquitz Canyon Way	8,680
- North of Arenas Road	10,430
- South of Arenas Road	9,800
Belardo Road	
- North of Amado Road	2,240
- South of Amado Road	2,010
- South of Tahquitz Canyon Way	2,530
- North of Arenas Road	2,270
- South of Arenas Road	2,430
Cahuilla Road	
- South of Tahquitz Canyon Way	670
- North of Arenas Road	600
- South of Arenas Road	460
Museum Drive	
- North of Tahquitz Canyon Way	2,190

a. To estimate the daily volume from the peak hour traffic volumes, it was assumed that 8 percent of the weekday traffic volume occurs during the evening peak hour.

With the closure of Palm Canyon Drive during Villagefest, traffic volumes on Belardo Road are greater throughout the study area. However, traffic volumes on other streets within the study area may be reduced during Villagefest activities, as a result of the closure of cross streets that intersect Palm Canyon Drive. For example, Arenas Road, east of Belardo Road, had the lowest daily traffic volume (1,570 VPD) on Thursday. By comparison, the 24-hour traffic counts on Wednesday and Saturday at the same location were 2,034 VPD and 3,646 VPD, respectively.

Conditions during Villagefest were documented with new manual turning movement traffic counts made at the three existing key intersections along Belardo Road from 6:30 PM through 8:30 PM on August 20, 2015 (Thursday). The intersection traffic count data during Villagefest, is included in Appendix A. Villagefest activities occur after the typical evening commuter "rush hour". The highest hourly traffic volumes at the affected intersections occurred between 7:30 PM and 8:30 PM on Thursday and those volumes exceed the traffic volumes at these intersections during a typical weekday evening peak hour (between 4:00 PM and 6:00 PM).

The new turning movement traffic counts made at the three existing key intersections along Belardo Road on Wednesday (August 19, 2015) between 4:00 PM and 6:00 PM revealed that the combined total of all entering vehicles during a typical weekday evening peak hour was 570 vehicles. However, on the following day during Villagefest, the combined total of all vehicles entering these same three intersections was 1,310 vehicles between 7:30 PM to 8:30 PM. Prior to the seasonal correction, the highest hourly volume during Villagefest was 2.3 times the volume during the evening peak hour on a weekday. Therefore, peak season conditions were evaluated at the three existing key intersections along Belardo Road based upon the highest hourly volumes on Thursday

night during Villagefest. Even though the daily capacity of Belardo Road may not be exceeded on Thursdays with Villagefest traffic, peak travel demands during Villagefest were evaluated to ensure that excessive delay and long queues will not develop in the future when Belardo Road is reconnected across the project site.

Traffic Volumes Associated With Villagefest

Consecutive 24-hour directional traffic counts were made on Belardo Road, south of Amado Road, from August 19, 2015 through August 22, 2015 (Wednesday through Saturday). Prior to the seasonal correction, the traffic count data for Belardo Road included: 1,613 vehicles per day (VPD) on Wednesday, 3,735 VPD on Thursday, 1,969 VPD on Friday, and 1,791 VPD on Saturday. While this unadjusted traffic count data does not reflect conditions during the peak season, it does indicate the magnitude of the increase in the traffic on Belardo Road during Villagefest in the off-peak season (approximately 2,100 vehicles per day). The northbound volume increased by 556 VPD and the southbound volume increased by 1,566 VPD. This traffic includes a combination of local traffic, Villagefest traffic, and tourists visiting the area who are diverting to Belardo Road when Palm Canyon Drive is closed.

Figure 3-6 illustrates the existing peak season traffic volumes (including the 22.5 percent seasonal expansion factor) during the highest hour on a Thursday when Villagefest activities are occurring. The turning volumes in Figure 3-6 reflect conditions in the evening when Palm Canyon Drive is closed to through traffic, between Amado Road and Baristo Road to accommodate Villagefest. Through traffic diverts to alternate parallel routes (primarily Belardo Road to the west and Calle Encilia to the east) during the hours when Palm Canyon Drive is closed.

At the three key intersections evaluated along Belardo Road (Intersections 8, 9 and 10) during Villagefest, the combined total number of entering vehicles during the peak season of 1,604 VPH during the highest hour (from 7:30 PM to 8:30 PM) on Thursday (August 20, 2015) was essentially unchanged from the volume cited in the 2008 TIS. The current entering volume represents 98 percent of the 1,644 VPH entering these intersections in the 2008 TIS. At the intersection of Belardo Road with Tahquitz Canyon Way, the eastbound right-turn volume during the evening peak hour on Wednesday (55 VPH) was 18 percent of the volume making this movement the following day (298 VPH) during Villagefest. The northbound left-turn volume on Thursday during Villagefest (111 VPH) was 3.8 times the volume making this movement during the evening peak hour on Wednesday (29 VPH) at this intersection.

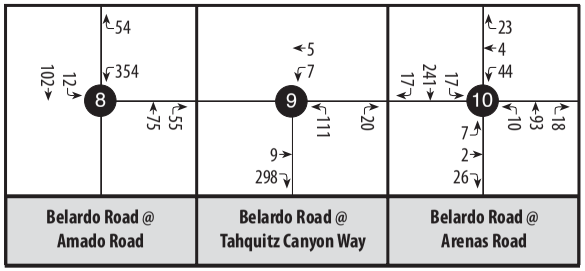
A 24-hour directional machine traffic count was made on Belardo Road (south of Amado Road) on Wednesday (July 9, 2008) and on Thursday (July 10, 2008) to identify the change in northbound and southbound traffic volumes on Belardo Road associated with Villagefest activities (including the closure of Palm Canyon Drive between Amado Road and Baristo Road). That 24-hour directional count data was expanded by 33 percent to reflect peak season conditions. The hourly Wednesday traffic volumes were then subtracted from the hourly Thursday volumes to show the change when Villagefest was occurring. Figure 3-7 illustrates the increase in northbound and southbound traffic volumes on Belardo Road by hour during Villagefest.

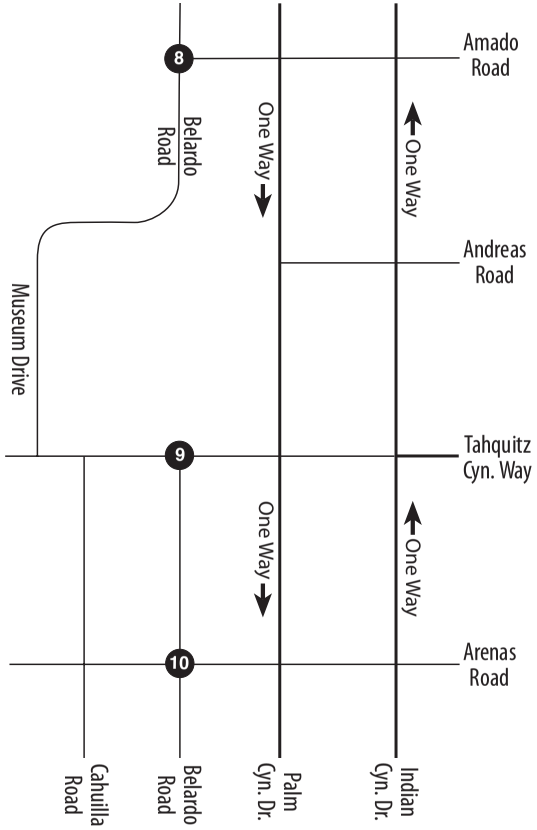
From Figure 3-4 it can be seen that Belardo Road (south of Amado Road) currently carries 145 vehicles per hour (74 northbound and 71 southbound) in the evening peak hour on a typical weekday in the peak season. However, during Villagefest, Belardo Road (south of Amado Road) carries 586 vehicles per hour (130 northbound and 456 southbound), as shown in Figure 3-6. The 441 vehicles per hour added to Belardo Road (south of Amado Road) during Villagefest is more than three times the volume on a typical weekday during the evening rush hour.

Saturday Traffic Volumes

Activity levels increase within the study area on weekends when tourists and visitors frequent the area. The Saturday traffic counts exceeded the Wednesday, Thursday, and Friday traffic counts at four of the five 24-hour traffic count locations. Only Belardo Road, south of Amado Road, had lower daily traffic volumes on Saturday than on Thursday and Friday. When combined, the five daily traffic counts made on Saturday (August 22, 1015)

Figure 3-6
Existing Traffic Volumes During Villagefest
(Year 2015 - Peak Season)





Legend

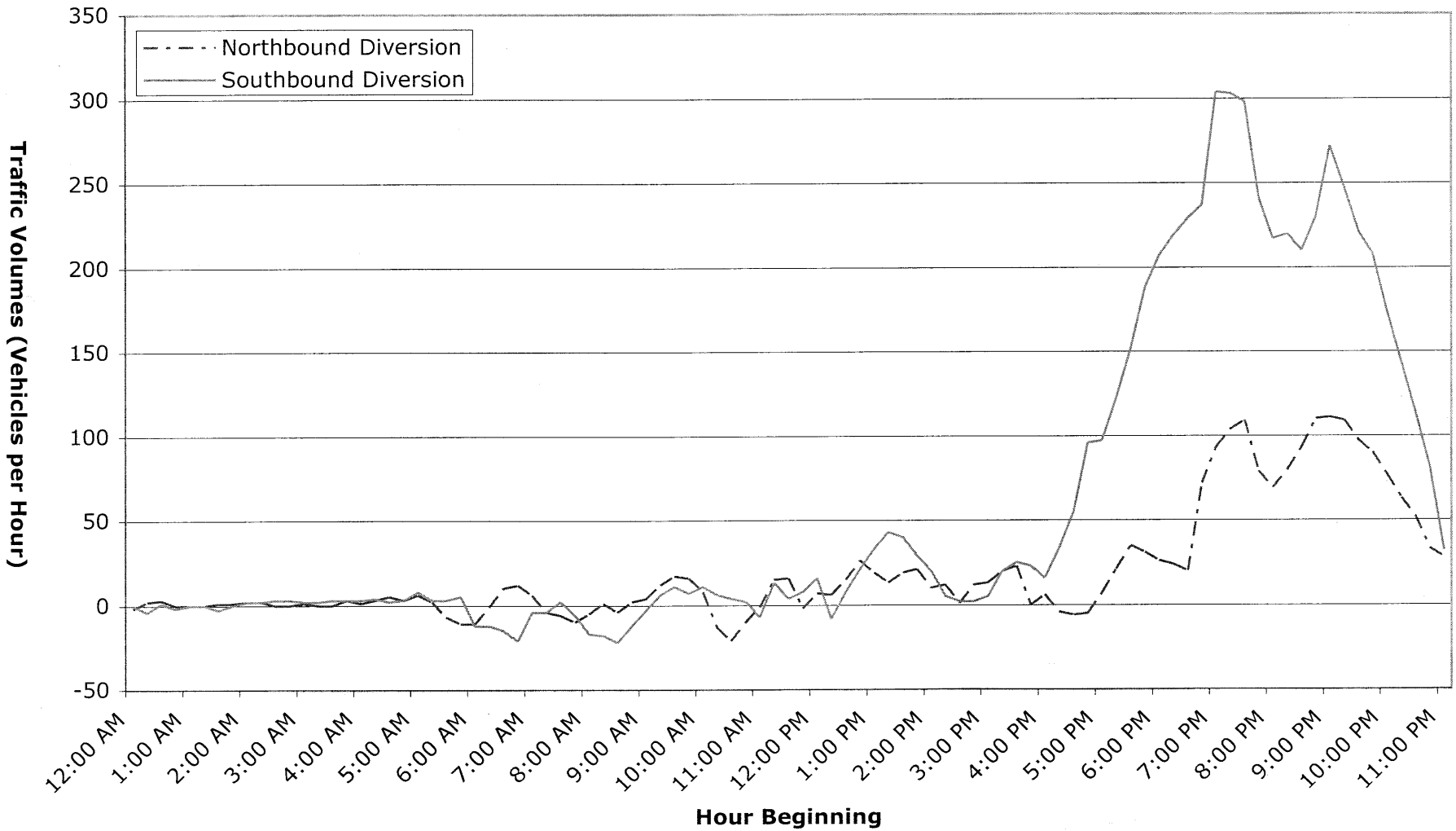
5 Highest Hour Turning Volume

Endo Engineering

Schematic

Figure 3-7

Current Traffic Diversion to Belardo Road During Days With Villagefest
(Based on 24-Hour Count South of Amado Road on July 10, 2008 Minus July 9, 2008)



Endo Engineering

exceeded the Wednesday traffic counts by 32 percent (8,200 vehicles). The Saturday traffic counts exceeded the Thursday traffic counts by 26 percent (7,100 vehicles). On Arenas Road, the Saturday traffic volume of 3,646 VPD was more than twice the Thursday volume of 1,570 VPD. On Saturdays, the highest travel demand typically occurs within the study area in the middle of the day (between 11:00 AM and 1:00 PM) and exceeds the weekday peak hour travel demand at some intersections.

Saturday conditions were documented with midday traffic counts made at ten key intersections from 11:00 AM through 1:00 PM. This count period was identified as the highest volume hour on Saturday, based upon the available Saturday traffic count data for the study area. The traffic counts are provided in Appendix A and were seasonally corrected (by applying a 22.5 percent expansion factor). Figure 3-8 illustrates the existing peak season traffic volumes in the midday peak hour on Saturday. Since the area has substantially more retail/commercial land use than professional office uses, at many of the key intersections the Saturday traffic volumes are higher than the weekday volumes in the study area.

3E. Existing Levels of Service

Roadway capacity has been defined as the maximum number of vehicles that can pass over a given roadway during a given time period under prevailing roadway and traffic conditions. By comparison, levels of service are a relative measure of driver satisfaction, with values ranging from A (free flow) to F (forced flow). Levels of service (LOS) reflect a number of factors such as speed and travel time, traffic interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience, and vehicle operating costs. Levels of service do not reflect safety.

The maximum capacity of a roadway, generally defined at the upper limit of LOS E, is the maximum traffic volume that a roadway can handle. The maximum capacity is determined from roadway factors (such as lane widths, lateral clearance, shoulders, surface conditions, alignment and grades) as well as traffic factors (such as vehicle composition i.e. truck and bus mixture, distribution by lane, peaking characteristics, traffic control devices, intersections, etc.).

Peak hour traffic creates the heaviest demand on the circulation system and the lane configuration at intersections is the limiting factor in roadway capacity. Consequently, peak hour intersection capacity analyses are useful indicators of worst-case conditions.

The *Highway Capacity Manual* (HCM 2000) provides techniques for determining capacity, delay, and LOS for transportation facilities.[2] The City of Palm Springs requires the use of the *Highway Capacity Manual* (HCM) methodology to determine the level of service at intersections. The Circulation Element includes as a policy, the provision and maintenance of level of service (LOS) D operation for the City's circulation network, based upon peak hour conditions during the peak season.

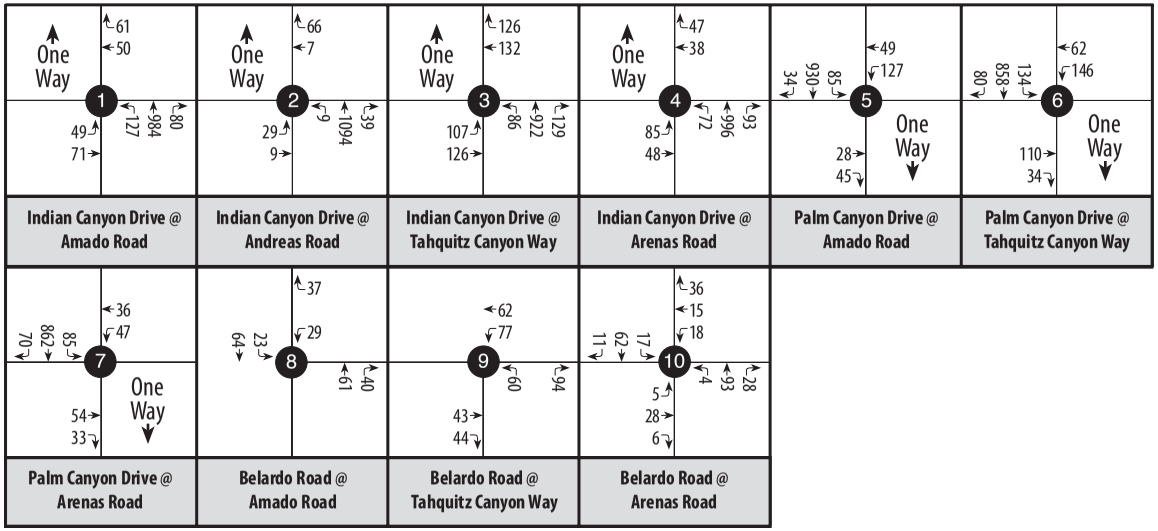
The Highway Capacity Software (HCS+) package is a direct computerized implementation of the HCM 2000 procedures, prepared under FHWA sponsorship and maintained by the McTrans Center at the University of Florida Transportation Research Center. HCS+ Version 5.3 was utilized to assess the key intersections in the project vicinity. The relationship between peak hour intersection capacity and levels of service is summarized in Appendix B (see Table B-1 for unsignalized intersections and Table B-2 for signalized intersections).

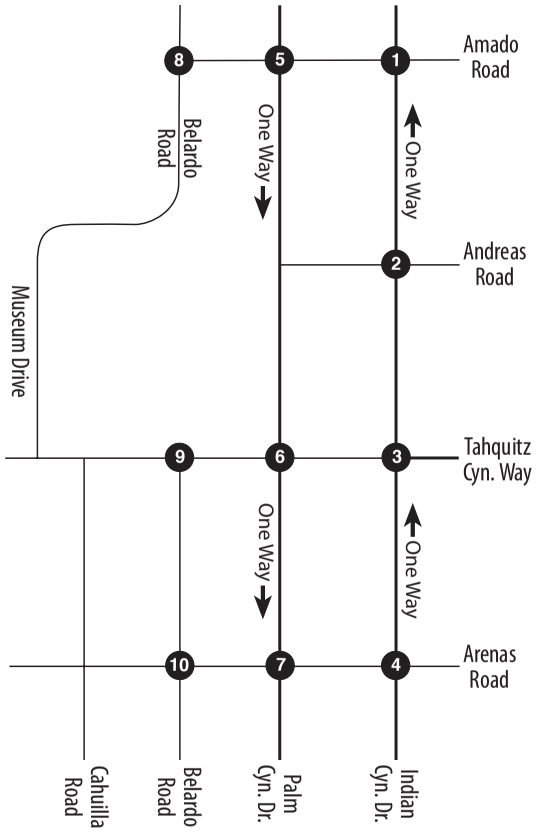
Unsignalized Peak Hour Intersection Analysis

Unsignalized intersections are typically categorized as either two-way stop-controlled (TWSC) intersections, if the minor street is controlled by stop signs, or all-way stop-controlled (AWSC) intersections, if both streets are controlled by stop signs. Figure 3-9 shows the approach lane geometrics and the existing traffic control at the key

2. *Highway Capacity Manual*; Fourth Edition; TRB Report 209; Transportation Research Board, National Research Council; Washington, D.C.; 2000.

Figure 3-8
Existing Saturday Traffic Volumes
(Year 2015 Peak Season)





Legend

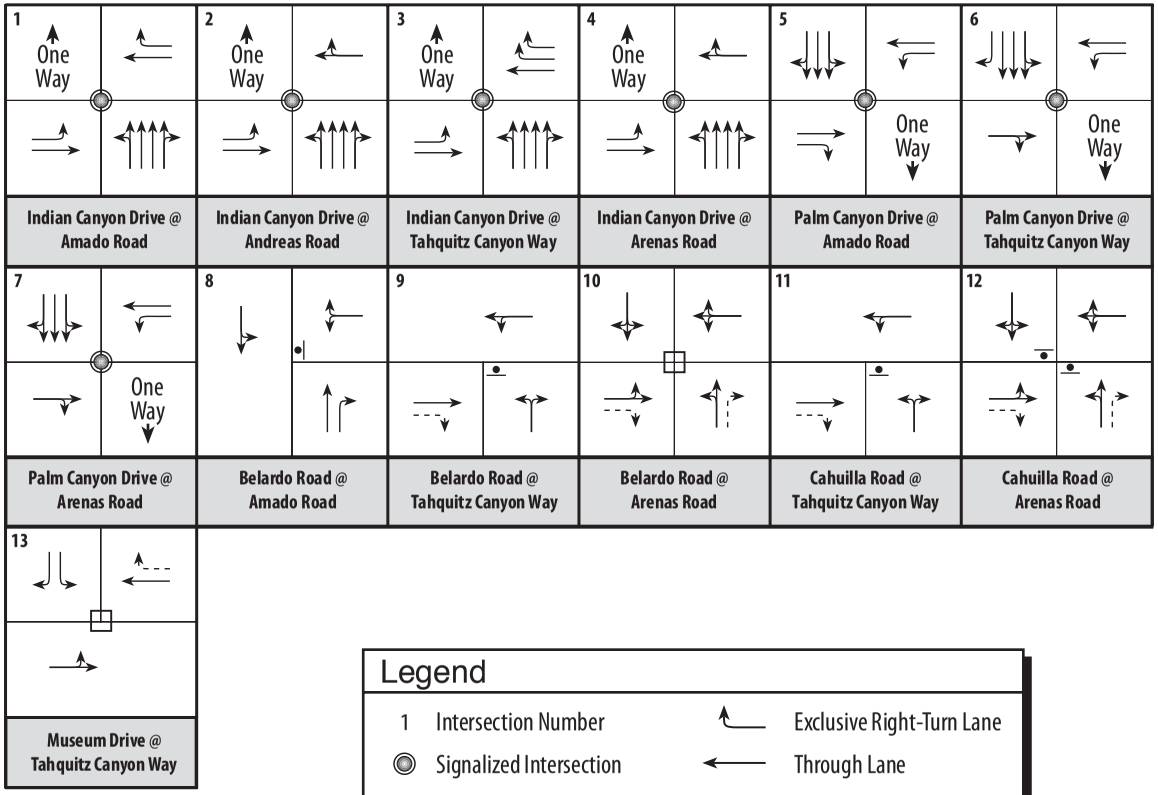
5 Midday Peak Hour Turning Volume

Endo Engineering

Schematic

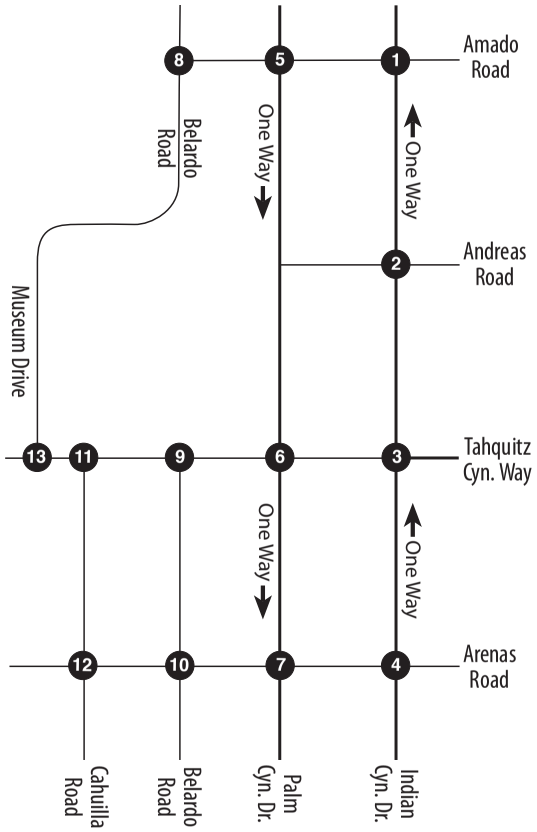
Figure 3-9

Existing Lane Geometrics at Key Intersections



Legend

- 1 Intersection Number
- Signalized Intersection
- Stop Sign Control
- All Way Stop Conrol
- Right/Through/Left Lane
- Unmarked Right-Turn Lane
- Exclusive Right-Turn Lane
- Through Lane
- Exclusive Left-Turn Lane
- Right/Left Lane
- Through/Right Lane
- Through/Left Lane



Endo Engineering

Schematic

intersections. Since Intersection 14 (Palm Canyon Drive at Andreas Road) was closed for construction, no traffic counts could be made at this intersection and the existing peak hour delay and LOS could not be evaluated.

At TWSC intersections, the approaches controlled by the stop signs are referred to as the "minor street" approaches. Minor street approaches can be either public streets or private driveways. The intersection approaches that are not controlled by stop signs at TWSC intersections are called the "major street" approaches. The left-turn movement from the minor street is normally the most difficult to execute at a TWSC intersection, because it faces the most complex set of conflicting moves.

Performance measures for unsignalized intersections include: control delay, delay to major street through vehicles, queue length, and volume-to-capacity ratio. However, the level of service is primarily related to the average control delay, which is given in terms of seconds of delay per vehicle by movement and intersection approach. The average control delay for any particular movement is a function of the capacity of the approach and the degree of saturation. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

The HCM 2000 does not define a single overall level of service for unsignalized TWSC intersections as a whole, but rather identifies the LOS for the minor-street approaches and the conflicting left-turn movements from the major street. Since the through movements on the major street have no control delay, an evaluation of the approach with the longest average control delay allows the range of delay occurring at the intersection to be identified. Each intersection with TWSC is evaluated on an individual basis by the City Engineer, with consideration given to these and other performance measures (such as the delay to the major street through vehicles, the queue length on the minor-street approach, and the volume-to-capacity ratio) in determining if the intersection meets the City's minimum performance standard or requires mitigation.

Since it is inappropriate to make a definitive determination regarding a single intersection LOS for TWSC intersections, the Palm Springs intersection performance standard (LOS D) does not apply directly to the performance measures quantified by the HCM 2000 methodology for unsignalized intersection operation. However, in those instances where the levels of service for the minor-street approaches and the conflicting left-turn moves from the major street are operating at LOS D or better levels of service, it may be concluded that a TWSC intersection will meet the City of Palm Springs intersection performance standard.

The HCM 2000 procedures for all-way stop-controlled (AWSC) intersections provide the overall intersection average control delay and level of service as well as the average control delay and level of service for each intersection approach and lane group. The approach delay is the weighted average of the lane delays. The overall intersection control delay and LOS as well as the delay and LOS for the approach with the most delay are provided for intersections with AWSC.

Peak Season Conditions on Typical Weekdays

The average control delay values and the corresponding levels of service during the peak hours on typical weekdays are provided in Table 3-2 for the key intersections. The delay and LOS assume the existing approach lanes at the intersections (which are shown in Figure 3-9) and an eight percent heavy vehicle mix. All of the unsignalized key intersections evaluated are currently operating at excellent levels of service (LOS A) with very little control delay during the midday and evening peak hours on typical weekdays.

Peak Season Conditions During Villagefest

Table 3-3 shows the control delay and LOS at the three unsignalized key intersections along Belardo Road during the highest volume hour on a Thursday during Villagefest. Intersections 8, 9, and 10 are currently operating at LOS B or better during Villagefest. As shown in Table 3-3, the intersection Belardo Road with Arenas Road (Intersection 10) is operating at LOS A during the highest volume hour with all-way stop control. The minor-street

approaches with the most delay at both of the intersections with two-way stop control are operating at LOS B or LOS A during the highest volume hour on Thursday evenings with Villagefest.

Table 3-2
Existing Weekday Peak Hour LOS at the Key Intersections
(Year 2015-Peak Season)[a]

Signalized Key Intersection	Traffic Control	Midday Peak Hour LOS	Midday Peak Hour Delay (Sec.)	Midday Peak Hour V/C Ratio	Evening Peak Hour LOS	Evening Peak Hour Delay (Sec.)	Evening Peak Hour V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.1	0.22	A	5.4	0.25
2. Indian Canyon Drive @ Andreas Road	Signal	A	4.6	0.24	A	4.7	0.20
3. Indian Cyn. Drive @ Tahquitz Cyn. Way	Signal	B	12.6	0.34	B	12.4	0.29
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.2	0.26	A	6.0	0.20
5. Palm Canyon Drive @ Amado Road	Signal	A	6.0	0.30	A	5.4	0.23
6. Palm Cyn. Drive @ Tahquitz Cyn. Way	Signal	B	13.5	0.32	B	12.7	0.25
7. Palm Canyon Drive @ Arenas Road	Signal	A	5.6	0.24	A	6.2	0.19
Unsignalized Key Intersection		**LOS**	**Delay (Sec.)**	**Approach**	**LOS**	**Delay (Sec.)**	**Approach**
8. Belardo Road @ Amado Road	TWSC	A	9.2	WLR	A	9.1	WLR
9. Belardo Road @ Tahquitz Canyon Way	TWSC	A	9.7	NLR	A	9.3	NLR
10. Belardo Road @ Arenas Road	AWSC	A	7.74	--	A	7.63	--
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	A	9.3	NLR	A	9.1	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.4	NLT	A	9.5	NLR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.1	SL	A	9.0	SL

a. The HCS worksheets are provided in Appendix B. TWSC=Two-Way Stop Control. AWSC=All-Way Stop Control. Unsignalized intersection LOS was determined from the delay (0-10 sec./veh.=LOS A; 10-15 sec./veh.=LOS B; 15-25 sec./veh.=LOS C; 25-35 sec./veh.=LOS D; 35-50 sec./veh.=LOS E; 50+ sec./veh. = LOS F) per HCM 2000 page 17-2 and 17-32. Signalized intersection LOS was determined from the delay per the HCM 2000 (page10-16) with ≤10 sec./veh. = LOS A; >10 and ≤20 sec./veh. = LOS B; >20 and ≤35 sec./veh. = LOS C; >35 and ≤55 sec./veh. = LOS D; >55 and ≤80 sec./veh. = LOS E; >80 sec./veh. = LOS F).

Peak Season Conditions on Saturdays

During the midday peak hour on Saturdays, the three unsignalized key intersections (Intersections 8, 9, and 10) evaluated along Belardo Road (at Amado Road, Tahquitz Canyon Way, and Arenas Road) are currently operating at acceptable levels of service (LOS B or better) as shown in Table 3-4. The intersection with AWSC (Belardo Road at Arenas Road) is operating at LOS A during the midday peak hour on Saturdays.

Table 3-3
Existing LOS at the Key Intersections
During the Highest Volume Hour on a Villagefest Thursday [a]

Key Intersection	Control	Major St. Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
8. Belardo Road @ Amado Road	TWSC	7.6	A	14.4	B
9. Belardo Road @ Tahquitz Canyon Way	TWSC	8.0	A	9.2	A
10. Belardo Road @ Arenas Road	AWSC	9.06	A	9.67	A

a. The HCS worksheets are provided in Appendix B. TWSC=Two-Way Stop Control. AWSC=All-Way Stop Control.

Table 3-4
Existing Saturday Peak Hour LOS at the Key Intersections[a]

Key Intersection	Traffic Control	Midday Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.5	0.22
2. Indian Canyon Drive @ Andreas Road	Signal	A	5.1	0.27
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	13.1	0.32
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.4	0.33
5. Palm Canyon Drive @ Amado Road	Signal	A	6.5	0.30
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	12.9	0.32
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.5	0.33
Unsignalized Key Intersection		**LOS**	**Delay (Sec.)**	**Approach**
8. Belardo Road @ Amado Road	TWSC	B	10.4	NLR
9. Belardo Road @ Tahquitz Canyon Way	TWSC	B	10.4	NLR
10. Belardo Road @ Arenas Road	AWSC	A	8.0	--

a. The HCS worksheets are provided in Appendix B. TWSC=Two-Way Stop Control. AWSC=All-Way Stop Control. Unsignalized intersection LOS was determined from the delay (0-10 sec./veh.=LOS A; 10-15 sec./veh.=LOS B; 15-25 sec./veh.=LOS C; 25-35 sec./veh.=LOS D; 35-50 sec./veh.=LOS E; 50+ sec./veh. = LOS F) per HCM 2000 page 17-2 and 17-32. Signalized intersection LOS was determined from the delay per the HCM 2000 (page10-16) with ≤10 sec./veh. = LOS A; >10 and ≤20 sec./veh. = LOS B; >20 and ≤35 sec./veh. = LOS C; >35 and ≤55 sec./veh. = LOS D; >55 and ≤80 sec./veh. = LOS E; >80 sec./veh. = LOS F).

Signalized Intersection Analysis

The HCM 2000 procedures were utilized to evaluate the peak hour intersection control delay and levels of service at the signalized key intersections. The parameters assumed for the HCM 2000 evaluation included a saturation flow rate of 1,900 vehicles per hour; a lost time which includes a 3 second clearance interval plus any "all red" time); and a peak hour factor of 1.0. The signal timing assumed for each intersection included ample pedestrian crossing time.

The HCM 2000 methodology addresses the capacity, V/C ratio, and level of service of individual intersection approaches as well as the LOS of the intersection as a whole. The analysis is undertaken in terms of the ratio of demand flow rate to capacity (V/C ratio) for individual movements or approach lane groups during the peak hour and the composite V/C ratio for the sum of the critical movements or lane groups within the intersection. The critical V/C ratio is an indicator of whether or not the physical geometry and signal design provide sufficient capacity for the movements. A critical V/C ratio less than 1.00 indicates that all movements at the intersection can be accommodated within the defined cycle length and phase sequence by proportionally allocating green time. In other words, the total available green time in the phase sequence is adequate to handle all movements, if properly allocated.

Peak Season Conditions on Typical Weekdays

Table 3-2 summarizes the existing intersection control delay and corresponding levels of service at the signalized key intersections evaluated. An eight percent truck mix was assumed to determine the intersection control delay and levels of service**.** The intersection approach lanes that were assumed are shown in Figure 3-9. All of the signalized key intersections evaluated are currently operating at LOS B or better during the peak hours on weekdays

Peak Season Conditions on Villagefest Thursdays

None of the key intersections along Belardo Road are currently signalized.

Peak Season Conditions on Typical Saturdays

All of the signalized key intersections currently operate at acceptable levels of service (LOS A or LOS B) during the midday peak hour on Saturdays, as shown in Table 3-3. During the midday peak hour on Saturdays, two of the signalized key intersections (Indian Canyon Drive at Tahquitz Canyon Way and Palm Canyon Drive at Tahquitz Canyon Way) currently operate at LOS B. The average control delay at these intersections is currently 13.1 seconds per vehicle or less during the midday peak hour.

3F. Transit Service

The SunLine Transit Agency provides public transportation services to the Coachella Valley. There were 4.71 million boardings in the fiscal year 2012/2013 within a service area of 1,120 square miles. Based on the 2010 U.S. census data, the population of the Coachella Valley within 0.75 miles of the SunLine transit route network grew by 30 percent from 216,374 in 2000 to 281,189 in 2010. During that same period, the overall population of the Coachella Valley grew by 39 percent. The California Department of Finance January 2012 estimate of the population of the nine cities within the Coachella Valley was 361,124, one percent higher than the 355,986 population one year earlier. SCAG projections suggest that the population of the Coachella Valley will more than double between the year 2010 and the year 2035.[3]

3. SunLine Transit Agency. *SunLine Transit Agency Short Range Transit Plan FY 2014/15-FY 2016/17*.

The SunLine Transit Agency provides fixed-schedule public transit service between local communities with 69 SunBus fixed-route vehicles and fourteen local routes. The fleet of low-emission buses operates between 4:38 AM and 11:23 PM on weekdays and from 5:00 AM to 10:48 PM on weekends (excluding Thanksgiving and Christmas) along fixed-schedule SunBus transit routes to provide public transportation service to the nine cities and communities within the Coachella Valley. Based on a 2008 SunLine Transit Agency survey, fixed route riders include primarily workers, students, seniors, and visitors. School and work are the major trip generators, followed by shopping, medical care, and recreation.

SunLine Transit Agency buses are wheelchair accessible. They have bicycle racks that are convenient for cyclists to use and can accommodate either two or three bicycles per bus. Bike racks are proposed by SunLine Transit at select bus stop locations.

The SunLine Transit Agency also provides paratransit service (SunDial) for individuals within 0.75 miles on either side of the existing SunBus route network who have disabilities that prevent them from using accessible fixed-route public transportation services. A paratransit fleet of 31 SunDial vans provides curb-to-curb dial-a-ride next-day complementary demand-response service that is ADA compliant and wheelchair accessible. A total of 136,208 trips were made on SunDial in the fiscal year 1012/13, an increase of 9.3 percent over the previous year ridership. SunDial is designed to serve seniors and those with disabilities on an appointment basis, based on fixed route service hours associated with the passenger's origin and destination. The service is available seven days per week (excluding Thanksgiving and Christmas). In addition to SunDial, a subscription-based transit service is available through agencies serving people with disabilities who need regular repetitive trips. The Desert Health Car Service transports seniors to City senior centers.

The project site has excellent access to public transportation services. Two fixed SunBus transit routes currently operate adjacent to the project site with Palm Canyon Drive, Indian Canyon Drive and Tahquitz Canyon Way as service corridors.

Line 111 is the major trunk line, which is interconnected with eleven smaller community feeder routes that provide access to every community in the Valley. Buses on line 111 travel north along Indian Canyon Drive to Vista Chino and then south along Palm Canyon Drive through the study area. Line 111 has transfer points to Local Line 24 as well as Line 14 and Line 30. Local Line 24 serves the areas within Palm Springs located both north and east of the study area. Line 30 connects downtown Palm Springs to the Cities of Cathedral City and Rancho Mirage.

SunBus Line 14 enters the study area from the east along Tahquitz Canyon Way then turns south on Palm Canyon Drive to Ramon Road. It extends easterly on Ramon Road to Indian Canyon Drive, where it turns north to Tahquitz Canyon Way then turns east. Line 14 connects downtown Palm Springs with the City of Desert Hot Springs (to the north).

3G. Other Modes of Transportation

Pedestrian Facilities

Mobility for all travel modes is an integral element of the transportation system. Providing an interconnected network of bikeways improves safety for all users and improves access for those who ride bicycles. Bicycling, walking and equestrian transportation modes represent non-motorized alternatives to the automobile. Bikeways and pathways are used by a wide variety of people including children on their way to school, commuters riding to work, and people exercising, racing or touring. While recreational riders seek routes leading to parks, through areas of interest, or racing circuits, commuters want the shortest, fastest, and safest route between two points.

Pedestrian facilities include sidewalks, crosswalks, traffic control features, special walkways, curb cuts and ramps for older pedestrians and people with mobility impairments. They may also be associated with transit stops or other loading areas, stairs, elevators, escalators, and grade separations. The pedestrian facilities should

provide a continuous route that is accessible for all users without the inclusion of features, such as vertical elements, that are difficult to navigate. Vertical curbs cannot be components of the primary pedestrian access routes. Sidewalks are the key element of a pedestrian access route at locations adjacent to arterial streets.

Pedestrian facilities are a critical component of the non-motorized transportation network within the City of Palm Springs. They include walkways, bridges, trails, crosswalks, signals, benches, and shade canopies. A non-motorized transportation facility may be part of a roadway (e.g., a shoulder) or separated from roadway traffic (such as a bike path) for exclusive non-motorized use. The arterial streets abutting the site accommodate pedestrian access adjacent to and crossing the streets. The sidewalks have accessible curb ramps at the arterial intersections aligned with the crosswalks to accommodate the pedestrian traffic. Pop outs have been constructed at some locations to minimize the pedestrian crossing distances and maximize pedestrian safety.

AASHTO recommends in *A Policy on the Geometric Design of Highways and Streets* (2011) that the number of pedestrian crossings on heavily traveled arterials be kept to a minimum. However, within and near business districts, pedestrians are critical to the viability of entertainment and commercial/retail developments within urban core areas. It is usually necessary, to provide crosswalks at every intersecting street in urban core areas.

Within the study area, there are crosswalks today at nearly every key intersection (except Cahuilla Road at Arenas Road). Pedestrian crosswalks exist on Palm Canyon Drive north of Andreas Road and at the future Main Street alignment (with a traffic control signal).

Although proper and reasonable design for pedestrians is important, it can be difficult to make adequate provisions for pedestrians, given the demands of vehicular traffic in intensely developed urban core areas. However, the most successful shopping areas are often those that provide the most comfort and pleasure for pedestrians. That is likely the case because the typical pedestrian is a shopper nearly 50 percent of the time that they are a pedestrian and a commuter only eleven percent of the time.

Pedestrians tend to take the shortest route between two points. They often cross mid-block and fail to stay in crosswalks along streets. Pedestrians resist changes in grade or elevation and tend to avoid underpass (potential crime areas) and overpass facilities (as climbing stairs requires much more effort). Pedestrian volumes tend to peak in the midday, rather than during the morning or evening peak commuter hours. Since vehicular traffic in Palm Springs also peaks in the midday, it will be particularly important to provide facilities for the safe and orderly movement of pedestrians.

Landscape buffers and planting strips between the sidewalk and the adjacent street are a component of the pedestrian infrastructure that can enhance safety by providing a physical separation between pedestrians and moving vehicles thereby enhancing the walking experience. Planting strips can provide space for traffic signs and street furniture. At locations without on-street parking or bicycle lanes, the ITE suggests that a buffer width of 5 feet (minimum) with 6 feet (desirable) be provided. Where right-of-way constraints make it not feasible to provide a landscape buffer, the use of a curb-attached sidewalk requires additional width.

At bus stop locations, accessible connections suitable for loading and waiting should be provided in the buffer region. Curb ramps should have a running slope of 5 percent (minimum) up to 8.3 percent (maximum). The length of the ramp should not exceed 15 feet. A landing (4 feet by 4 feet) should be provided at the top of the curb ramp.

Sidewalks for an arterial street should be constructed with a maximum cross slope of 2 percent to enable all users to easily navigate the facility. At driveway locations, the slope of the driveway should match the 2 percent cross slope of the sidewalk. Motorists entering and exiting the site should have unobstructed sight distance for the sidewalk, the street and the driveway. Pedestrians should be provided similar unobstructed sight distance.

At locations where the crosswalk includes a pedestrian refuge island or median, appropriate curb ramps are required so that the pedestrian has a continuous surface. The pedestrian refuge space should be at least 6 feet long in the direction of pedestrian travel and accommodate passing.

The absolute minimum width of a sidewalk is four feet, where unobstructed and continuously maintained. A passing space (5 feet by 5 feet) should be incorporated every 200 feet on these minimum width sidewalks.

Where possible, a typical sidewalk width of 6 feet is desirable to allow pedestrians to walk comfortably side by side. At busy arterial locations with curb-attached sidewalks, the desirable minimum sidewalk width is 8 feet. This enables 4 feet of unobstructed access and room for light poles and street furniture. In locations with substantial pedestrian activity, the sidewalk width should be significantly wider.

The distances walked increase in urbanized areas as a function of the population and parking duration. A typical parker walks 525 feet to his or her destination in urban areas with a population between 100,000 and 1 million. With a current population of fewer than 50,000, the median walking distances in Palm Springs are likely to be 500 to 600 feet in the study area. Approximately 80 percent of the distances traveled by pedestrians will be less than one-quarter mile. Pedestrians will most likely not be willing to walk more than 1.0 mile to work or more than 0.5 mile to catch a bus. Age is an important consideration in design, as the elderly may be affected by limitations in sensory, perceptual, cognitive, and/or motor skills brought on by the aging process.

2010 ADA Accessibility Standards

To ensure that buildings and facilities are accessible to and usable by people with disabilities, the 1990 *Americans With Disabilities Act* (ADA) established accessibility requirements for state and local government facilities and places of public accommodation. The U.S. Architectural and Transportation Barriers Compliance Board (U.S. Access Board) developed design guidelines for accessible buildings and facilities in the *ADA Accessibility Guidelines* (ADAAG) published in 1991 and updated in 2010. The ADAAG address among other topics, accessible routes, signage, protruding objects, and handrails at ramps and stairs. The ADAAG standards published as Appendix A to 28 CFR Part 36 have been adopted by the Department of Justice as its Standards for Accessible Design.

Titles II and III of the ADA require that newly constructed buildings be readily accessible to and usable by individuals with disabilities. Any time a building is altered or constructed, it building must meet the minimum standards in the *ADA Accessibility Guidelines* issued by the United States Access Board or the Uniform Federal Accessibility Standards (UFAS), 28 CFR Section 35.151. Title II of the ADA requires that state and local governments ensure that persons with disabilities have access to the pedestrian routes in the public right of way. Crosswalks constitute distinct elements of the right of way intended to facilitate pedestrian traffic. Without curb ramps, people who use wheelchairs, scooters, or other mobility devices may be forced to travel in roadways to reach their destinations because sidewalk travel is difficult and can be hazardous.

Under Title II of the ADA, newly constructed or altered streets, roadways, and highways must contain curb ramps or other sloped areas at any intersection having curbs or other barriers to entry from a street-level pedestrian walkway. Newly constructed or altered street-level pedestrian walkways must contain curb ramps or other sloped areas at intersections of streets, roadways, and highways.[4] Alterations of streets, roadways, and highways include activities such as reconstruction, rehabilitation, resurfacing, widening, and projects of similar scale and effect.

Curb ramps allow people with mobility disabilities to gain access to sidewalks and pass through raised medians. They are needed wherever a sidewalk or other pedestrian walkway crosses a curb. They must be located to ensure that a person with a mobility disability can travel from a sidewalk on one side of the street to the sidewalk on the other side of the street. However, the ADA does not require the installation of ramps or curb ramps in the absence of a pedestrian walkway with a prepared surface for pedestrian use or in the absence of a curb, elevation, or other barrier between the street and the walkway.

4. Source: 28CFR 35.151(i)(1) and 35.151(i)(2).

Bicycle Facilities

Bikeways and pathways are used by a wide variety of people including children on their way to school, commuters cycling to work, and people exercising, racing or touring. While recreational riders seek routes leading to parks, through areas of interest, or racing circuits, commuters want the shortest, fastest, and safest route between two points.

Palm Springs Bikeway Standards

The City of Palm Springs requires bikeways to be designed and constructed in accordance with City standards, unless otherwise approved by the City Engineer. The *Palm Springs 2007 General Plan* suggests that consideration also be given to the design requirements in Chapter 1000, Bicycle Transportation Design, of the Caltrans *Highway Design Manual* (Revised May 7, 2012) and the CVAG *Non-Motorized Transportation Plan* (September 2010).

Class I bike paths or bike trails provide a right-of-way separate from any street or highway exclusively for use by bicyclists and pedestrians, with vehicular crossings minimized. The paths may be located along alignments parallel to streets, or unrelated alignments, as long as there is no encroachment from motor vehicle or pedestrian traffic except at-grade intersections. The *City of Palm Springs 2007 General Plan* identifies the Class I bike path area as including a minimum width of 8 feet for two-way bicycling and 4 feet for one-way cycling.

Class II bike lanes are unprotected bikeways with a minimum four-foot width for one-way bicycle traffic delineated by a stripe on the roadway. While bike lanes are within an exclusive right-of-way designated for use by bicyclists, cross traffic is permitted by motor vehicles entering and exiting driveways.

Class III bike routes are unprotected on-street bikeways sharing the roadway with vehicular traffic. These facilities include any type of bikeway (including streets signed as bikeways) that offer no other specific lane or other accommodation for bicycles. Bicycles and motor vehicle traffic share the same roadway surface area.

Caltrans Class I Bikeway Design Standards

The current design standards in the Caltrans *Highway Design Manual* (May 4, 2012) state that the design of projects should, when possible, expand the options for biking, walking, and transit use. As described therein, Class I bike paths should generally be used to serve corridors not served by streets and highways. Class I bike paths should be constructed away from the influence of parallel streets, at locations where cross flow by motor vehicles and pedestrian conflicts can be minimized. Common applications identified for Class I bike paths include: (1) as part of planned developments; (2) within school campuses; (3) within and between parks; (4) within utility rights of way; and (5) to close gaps to bicycle travel caused by barriers such as freeways, rivers, and mountains.

Section 21966 of the *California Vehicle Code* states that no pedestrian shall proceed along a bicycle path or lane where there is an adjacent adequate pedestrian facility. Unless adjacent to an adequate pedestrian facility, Class I bikeways are for the exclusive use of bicycles and pedestrians. Therefore, any facility serving pedestrians must meet applicable accessibility requirements per Caltrans *Design Information Bulletin 82-05, which reflects the 2010 Americans with Disabilities Act (ADA) Standards and the California Building Code 2013 (Title 24) published in July 2013.*[5] If regular pedestrian use is anticipated, separate facilities for pedestrians may be beneficial to minimize conflicts.

Guidance provided in Chapter 1000, Bicycle Transportation Design, of the Caltrans *Highway Design Manual* for the selection of an appropriate bikeway facility indicates that *"…sidewalks are not Class I bikeways because they are primarily intended to serve pedestrians, generally cannot meet the design standards of Class I bikeways,*

5. California Department of Transportation. *Design Information Bulletin 82-05: Pedestrian Accessibility Guidelines for Highway Projects.* October 1, 2013.

and do not minimize vehicle cross flows." Issues associated with sidewalk bikeways are discussed in Index 1003.3 which states:

> *"Sidewalks are not to be designated for bicycle travel. Wide sidewalks that do not meet design standards for bicycle paths or bicycle routes also may not meet the safety and mobility needs of bicyclists. Wide sidewalks can encourage higher speed bicycle use and can increase the potential for conflicts with turning traffic at intersections as well as with pedestrians and fixed objects."*

Mandatory Class I bikeway width standards in the Caltrans *Highway Design Manual* (May 7, 2012) identify the minimum paved width of travel way for a two-way bike path as 8 feet, with 10-feet preferred. The minimum paved width for a one-way bike path is 5 feet. Guidance therein indicates that it should be assumed that Class I bicycle paths will be used for two-way travel as one-way Class I bike paths are rare, except where two one-way paths that are parallel and adjacent to each other are provided within a wide right-of way. Enforcement of one-way travel is difficult, and there is rarely a situation where there is a need for bicycle travel in only one direction.

Shared pedestrian facilities that are part of non-motorized transportation facilities should be designed in accordance with the Caltrans *Highway Design Manual* requirements for the appropriate bikeway classification. Although a Class I bikeway may legally be used by pedestrians and bicycles, at certain segments of the path it may not be practical to design for both users. In such cases, a deviation from either the bicycle standard (in Chapter 1000 of the *Highway Design Manual*) or the pedestrian accessibility standard in *Design Information Bulletin (DIB) 82-05* would be necessary. Federal regulations allow the use of other accessibility standards if they provide substantially equivalent or greater access to the facility than the minimum Federal accessibility standards. The *California Building Code* allows the enforcing agency to make judgments as to equivalent designs. Local Agency standards that provide equivalent or greater accessibility may be used in lieu of the minimum standards in DIB 82-05.

Bike lanes on existing roadways should conform to Caltrans standards or be upgraded to meet Caltrans standards. Separate standards apply to each of the three bicycle facility classifications and each class of bikeway has its appropriate application, as discussed in the Caltrans *Highway Design Manual.*

Existing Bicycle Facilities

The Coachella Valley Association of Governments *Non-Motorized Transportation Plan* (September 2010) identifies existing and proposed non-motorized facilities within the project vicinity. The Coachella Valley Regional Bikeway Plan identifies regionally significant routes that link important destinations across jurisdictional boundaries. These routes are competitive candidates for joint funding applications among cities and/or the County of Riverside.

Class I bikeways offer a paved right-of-way completely separated from any street or highway for bicycle travel. There are no existing Class I bike routes within the study area.

Class II bikeways are often called bike lanes because they provide an unprotected striped or stenciled lane for one-way travel on a street or highway for shared use with motor vehicle traffic and signing. A Class II bikeway extends across the study area along Palm Canyon Drive, Amado Road (between Belardo Road and Palm Canyon Drive), Belardo Road (south of Amado Road), Museum Drive (south of Belardo Road), Tahquitz Canyon Way (east of Museum Drive), and Belardo Road (south of Tahquitz Canyon Way).

Class III bikeways are also referred to as bike routes. They provide for shared use with pedestrian or motor vehicle traffic and are identified only by signing. Class III bikeways include any type of bikeway, including streets signed as bikeways but offering no other accommodations for bicycles. There are existing Class III bike routes in the study area along Palm Canyon Drive, south of Amado Road, along Indian Canyon Drive, along

Belardo Road, north of Amado Road, and along Arenas Road. There are several bicycle parking facilities and activity centers scattered throughout the study area.

There are several existing bicycle loops that pass through the study area. These include the Las Palmas Loop that is located along Belardo Road, Museum Drive, and Tahquitz Canyon Way. The Citywide Loop is located along Belardo Road, Museum Drive, Tahquitz Canyon Way, and Cahuilla Road. The Downtown Loop is located along Belardo Road, Museum Drive, Tahquitz Canyon Way, and Belardo Road.

Proposed Bicycle Facilities

The City of Palm Springs has identified 7 Class I projects, 19 Class II projects, and 21 Class III projects in the CVAG *Non-Motorized Transportation Plan* (September 2010). Class I projects are estimated to cost $500,000 per mile. Costs for Class II projects are estimated at $50,000 per mile. Class III projects are estimated to cost $10,000 per mile.

Caltrans standards are used to design bikeways by most jurisdictions throughout California. These standards apply to three different classifications of bicycle facilities: Class I, Class II, and Class III bikeways.

4.0 CIRCULATION IMPACT ANALYSIS

The impact analysis addressed the 13.2-acre Downtown Palm Springs Project (DPSP), plus the future development within Block K, with and without a design day community event with 4,000 attendees attracted to the 1.3-acre outdoor entertainment venue in Block "E" known as the Downtown Palm Springs Park. The future traffic volumes associated with the approved development program for the project site as well as sixteen cumulative developments were estimated, based on an updated list of cumulative developments developed through coordination with the City of Palm Springs. The traffic projections developed for the *Palm Springs 2007 General Plan* were also utilized to incorporate Citywide and regional traffic growth through the year 2030, when the approved Downtown Palm Springs Project would be completed. The traffic volumes associated with the initial phase of site development (including the Downtown Palm Springs Park) as well as buildout of the project site were projected assuming the refined circulation network approved in conjunction with the Downtown Palm Springs Project.

Future Site Development Scenarios Addressed

The traffic analysis summarized below evaluated conditions at the key intersections with eleven different development scenarios for the area within the project site. Future conditions were evaluated at the same level of detail for the initial phase and buildout of the Downtown Palm Springs Project (DPSP) with and without a design day event within the Downtown Palm Springs Park attracting 4,000 attendees. This allowed future traffic projections to be developed for each scenario and established whether or not mitigation would be required to achieve the City of Palm Springs minimum peak hour intersection performance standard of LOS D.

As shown below, five different development scenarios were evaluated for the peak season of the existing year (2015). Three scenarios were evaluated for the initial phase opening year (2017). Three scenarios were analyzed for the future horizon year 2030.

Year 2015 Scenarios	Year 2017 Scenarios	Year 2030 Scenarios
[1] Existing Peak Season	[6] Year 2017 Ambient	[9] Year 2030 Ambient
[2] Existing+DPSP Phase1	[7] Year 2017+DPSP Phase 1	[10] Year 2030+DPSP Buildout
[3] Existing+DPSP Phase1+Park Event	[8] Year 2017+DPSP Phase 1+Event	[11] Year 2030+DPSP Buildout+Event
[4] Existing+DPSP Buildout		
[5] Existing+DPSP Buildout+Park Event		

For each site development scenario, four different peak hour periods were evaluated. The four peak analysis periods evaluated include the following.

- Weekdays: The midday and evening peak hour conditions on typical weekdays during the peak season were evaluated at each of the thirteen existing and four future key intersections.

- Saturdays: The highest midday volume hour (between 11:00 AM and 1:00 PM) condition on Saturdays in the peak season was evaluated at fourteen of the existing and proposed key intersections along Belardo Road, Palm Canyon Drive, and Indian Canyon Drive.

- Villagefest Thursdays: The highest evening volume hour between 6:30 PM and 8:30 PM on Villagefest Thursdays during the peak season was evaluated at the six future key intersections along Belardo Road (Intersections 8-10 and Intersections 15-17).

Future On-Site Roadway Configuration Addressed

The Downtown Palm Springs Project would extend Belardo Road directly across the site as a public street, from the northern site boundary to Tahquitz Canyon Way, and provide a new local east/west public street (Main Street) from Museum Drive east across the site to Palm Canyon Drive. Main Street would be located approximately 400 feet north of Tahquitz Canyon Way and 250 feet south of Andreas Road. Main Street would not extend from Palm Canyon Drive to Indian Canyon Drive (across Block K). Andreas Road would be extended west from Palm Canyon Drive to the new extension of Belardo Road as a local two-way east/west street.

All future development scenarios evaluated assumed that the proposed on-site roadway modifications would be completed, as well as the modifications to Andreas Road, between the project site and Indian Canyon Drive. All scenarios with Main Street constructed assumed that Main Street would be operated between Palm Canyon Drive and Belardo Road as a one-way (westbound) street. Between Belardo Road and Museum Drive, Main Street was assumed to function as a two-way street.

The project site is well designed to allow the closure of various internal roadways to facilitate pedestrian movements and host community gatherings and special recreational events. The perimeter streets that border the site and the proposed intersection of Museum Drive with Belardo Road would allow Museum Drive to function as an alternate north-south route to Belardo Road in the event that the closure of Belardo Road between Andreas Drive and Tahquitz Canyon Way is necessary. The east-west connectivity provided by the connection of Andreas Road to Belardo Road and Belardo Road to Museum Drive allows traffic to flow through the northern part of the project site if Main Street is closed to vehicular traffic between Museum Drive and Palm Canyon Drive.

Methodology Used To Develop Future Traffic Projections

Traffic Loading of Future Belardo Road Connection

Site traffic volumes using the existing roadway network would access the site via a modified circulation network in the future with the Downtown Palm Springs Project. The extension of Belardo Road across the site would allow a portion of the existing "through" traffic using Museum Drive to utilize the new and more direct Belardo Road alignment. The existing traffic that would divert was estimated by evaluating the movements at four intersections along the existing route through the intersections of: (1) Belardo Road at Amado Road; (2) Museum Drive at Tahquitz Canyon Way; (3) Cahuilla Road at Tahquitz Canyon Way; and (4) Belardo Road at Tahquitz Canyon Way. Fifty percent of the smallest peak hour volumes along this route were assumed to divert to the new Belardo Road alignment.

Block K Traffic

The new traffic count data included the site traffic associated with the currently occupied portion of the existing development within the project site. Since the existing development is located in Block K, the existing development was assumed to remain until after the initial phase of development (including the approved/entitled and under construction development) is completed. For those future development scenarios that included project buildout, the trip generation associated with the existing land uses within Block K was subtracted from the trip generation associated with the anticipated future development within Block K. Table 2-3 shows the future land uses assumed for Block K.

Area-Wide and Regional Traffic Growth

Other than the localized traffic increases associated with the sixteen cumulative projects addressed individually (refer to Table 2-4 and Figure 2-7 for details) traffic increases associated with area-wide and regional growth were addressed by utilizing the future traffic projections developed for the *Palm Springs 2007 General Plan*. The area-wide and regional traffic growth through the initial phase opening year 2017 were developed by assuming a constant growth rate between the existing traffic volumes and the year 2030 traffic projections associated with the

Palm Springs 2007 General Plan. A ten percent growth in the existing traffic volumes was assumed as a minimum in those instances where General Plan buildout year 2030 traffic projections were either not available or less than the current traffic volumes on a roadway segment within the study area.

In most cases, the General Plan buildout traffic projection was exceeded by the sum of the existing traffic volume (increased by 10 percent), the project-related ("site") traffic volume, and the cumulative traffic volume. At a few locations (e.g. Palm Canyon Drive and Indian Canyon Drive near Arenas Road), the General Plan buildout traffic volume exceeded the sum of the traffic volumes associated with known development. At these locations, the future year 2030 ambient traffic volume (without site traffic) was estimated by subtracting the traffic volume associated with project buildout from the General Plan buildout traffic projection.

From October to May, Villagefest occurs every Thursday, between 6:00 PM and 10:00 PM. Even before 6:00PM, the cross streets providing access to Palm Canyon Drive begin to close in preparation for Villagefest. To address the traffic impacts associated with the development of the project site on Villagefest days, the trip generation during a weekday evening peak hour was assumed for the project site. Cumulative traffic passing through the study area on Palm Canyon Drive on typical weekdays was assumed to divert to Belardo Road, between Amado Road and Arenas Road on Villagefest Thursdays or travel around the study area on other parallel routes such as Calle Encilia. Cumulative traffic on Palm Canyon Drive destined for Tahquitz Canyon Way was assumed to divert to the east along Amado Road on Villagefest Thursdays.

The Saturday traffic projections for the future year 2030 were developed from Saturday trip generation estimates for the proposed project and the sixteen cumulative projects. General Plan buildout projections for Saturdays were estimated for each intersection by multiplying the General Plan buildout weekday volumes by 115 percent. This ratio was determined by dividing the Saturday counts by the weekday counts on Indian Canyon Drive, south of Andreas Road.

Modal Split

The CVAG *2004 Origin Destination Survey* found that 92 percent of all trips made by residents of the Coachella Valley were made in passenger vehicles. Less than one percent of the trips in the region were completed on public transportation. The ITE *Trip Generation Manual* database reflects single-use developments where virtually all access is by private automobile and all parking is accommodated on site. There are no statistically valid data for adjusting standard trip-generation rates to reflect the effects of Transportation Demand Management (TDM) programs, transit availability, or small-area development patterns on trip generation rates.[1]

The CVAG *2004 Origin Destination Survey* also found that residents of the Coachella Valley are making many short trips. Approximately 59 percent of the trips that begin in Palm Springs remain in Palm Springs. Nearly 22 percent of all trips made by households in the Coachella Valley were completed in five minutes or less. Nearly 23 percent of all household trips were completed in 6 to 10 minutes. Another 21 percent of the trips made by households were completed in 11 to 15 minutes. Fewer than 9 percent of all trips completed by households took longer than 30 minutes. This indicates that a greater share of the mobility needs of this area can be met by providing safe, convenient, and inviting transit, pedestrian, and bicycle facilities and amenities as well as mixed use developments, where many needs can be met within a relatively compact area.

4A. Site Traffic

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* is the principal source of trip-generation rates used in site traffic analyses. Detailed data are provided therein for vehicular trips with "average" vehicle occupancy. The ITE database is updated periodically. The latest revision (9th Edition; 2012) utilized herein to estimate the trip generation associated with the proposed development.

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[1] ITE. *Trip Generation Manual Volume 1: User's Guide and Handbook* (9th Edition) 2012 and *Trip Generation Handbook*, (2nd Edition) June 2004. Appendix B . pg. 121.

The recommended procedures and guiding principles outlined in the ITE *Trip Generation Manual User's Guide and Handbook* (9th Edition, 2012) were followed in selecting the independent variables and time periods for analysis as well as the use of the regression equations versus the weighted average trip generation rates. In addition, the procedures recommended by the ITE for estimating the trip generation at multi-use sites were employed with conservative estimates of internal trip making, as discussed below.

While site-specific conditions such as the availability of transit and walk-in traffic can result in different vehicular trip-generation rates, the practice of making adjustments to the ITE rates for small differences in auto occupancy or transit usage is questionable, given the precision of the measurement of the ITE trip-generation rates and their day-to-day variation. Therefore, no transit usage or auto occupancy adjustments were made to the ITE trip-generation rates.

While this results in a "worst case" analysis, as required by CEQA, it is not meant to imply that alternative modes of transportation would not play an important role in future trip-making within the project site. The *2004 CVAG Origin Destination Survey* found that less than one percent of the trips in the region were completed using public transportation but residents in multi-family housing were twice as likely to use public transportation than residents of single-family housing. Approximately 4 percent of all trips made by the households surveyed were made by walking and one percent was made by bicycle. Residents of non-retired households were four times more likely to walk to their destination than residents of retired households.

Unadjusted Trip Generation Associated With The Project Site

Table 4-1 provides the unadjusted peak hour and daily trip generation forecast associated the existing land uses, the initial phase and buildout of the Downtown Palm Springs Project, and the design day event at the Downtown Palm Springs Park. Unadjusted trip generation estimates have not been modified to reflect the internal trip interactions that occur without using streets external to the project site and are counted twice when the trip generation of the individual uses is summed. When several different land use types are included in a single mixed-use development, the traffic added to the adjacent streets may be less than the sum of the individual trip generation estimates associated with each individual land use code. The reduction is attributable to trips being made by vehicle on internal roadways that remain internal to the proposed development (e.g., between the residential and retail or entertainment uses).

Since the Desert Fashion Plaza was demolished, the only remaining trip generators within the project site are located within Block K. The initial phase of development would occur within the core area of the project, rather than in Block K. Therefore, the existing development within Block K was assumed to remain until after the initial phase of the development is completed. The existing development in Block K was assumed to be removed and replaced with new development prior to project buildout, which was assumed to occur in the year 2030.

The traffic generated by the existing land uses, the initial phase of development, and project buildout will occur day in and day out on weekdays and on weekends whereas community gatherings and recreational events at the Downtown Palm Springs Park are expected to occur only a few times per month. The construction of the facilities required at the Downtown Palm Springs Park to accommodate community gatherings and recreational events could be completed within one year after it is initiated. Therefore, the Downtown Palm Springs Park was assumed to be developed in conjunction with the initial phase of the Downtown Palm Springs Project.

The unadjusted weekday trip generation associated with the currently occupied land uses within the Town & Country Center is shown in Table 4-1 and includes approximately 4,380 trip-ends. Of that total, 317 trips occur during the midday peak hour (183 inbound and 134 outbound) and 381 occur during the evening peak hour (183 inbound and 198 outbound).

Table 4-1
Unadjusted Site Trip-Generation Forecast
By Development Phase[a]

Development Scenario [ITE Land Use Code]	Land Use Quantity	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total	Evening Peak Hour In	Evening Peak Hour Out	Evening Peak Hour Total	Daily 2-Way
EXISTING LAND USES								
Town & Country Center								
Weekday								
- Commercial [820]	50.98 TSF	183	134	317	183	198	381	4,380
Saturday								
- Commercial [820]	50.98 TSF	290	268	558	--	--	--	6,040
INITIAL PHASE OF DEVELOPMENT								
Downtown Palm Springs Project								
Weekday								
- General Office [710]	32.1 TSF	68	9	77	19	95	114	550
- Commercial [820]	96.2 TSF	280	205	485	280	304	584	6,620
- Hotel [310]	290 Room	75	64	139	89	85	174	2,220
Total		423	278	701	388	484	872	9,390
Saturday								
- General Office [710]	32.1 TSF	7	6	13				80
- Commercial [820]	96.2 TSF	439	405	844	*(Midday Peak Hour*			9,020
- Hotel [310]	290 Room	117	92	209	*Only Evaluated)*			2,380
Total		563	503	1,066				11,480
Downtown Palm Springs Park								
- Community Event	4000 Attendees	1,600	32	1,632	32	1,600	1,632	3,520
PROJECT BUILDOUT								
Downtown Palm Springs Project								
Weekday								
- General Office [710]	97.8 TSF	165	23	188	32	156	188	1,290
- Commercial [820]	293.5 TSF	592	432	1,024	592	641	1,233	13,670
- Hotel [310]	620 Room	144	123	267	190	182	372	5,180
- MFA Residential Uses [232]	650 DU	37	183	220	147	90	237	2,670
Total		938	761	1,699	961	1,069	2,030	22,810
Saturday								
- General Office [710]	97.8 TSF	23	19	42				240
- Commercial [820]	293.5 TSF	915	845	1,760				18,210
- Hotel [310]	620 Room	250	196	446	*(Midday Peak Hour*			5,080
- MFA Residential Uses [232]	650 DU	96	128	224	*Only Evaluated)*			2,760
Total		1,284	1,188	2,472				26,290
Downtown Palm Springs Park								
- Community Event	4000 Attendees	1,600	32	1,632	32	1,600	1,632	3,520

a. The ITE trip-generation regression equations from *Trip Generation Manual* (ITE 9th Edition, 2012) were used except for Saturday when the average rates for office space were assumed (0.43 trips/TSF (54%in:46%out) during the midday peak hour with 2.46 daily trips/TSF) and the average rates for hotels were assumed (0.72 trips/room (56%in:44%out) with 8.19 daily trips/room). TSF=Thousand square feet of building floor area. Rooms=Hotel Rooms. DU=Dwelling Units. MFA=High-Rise Multi-Family Attached Residential.

Trip Generation of Initial Phase

The initial phase of development would include all approved, entitled, and under construction development within the Downtown Palm Springs Project. The unadjusted weekday trip generation associated with the initial phase of development is projected to total 9,390 trip-ends. Of that total, 701 trips would occur during the midday peak hour (423 inbound and 278 outbound) and 872 would occur during the evening peak hour (388 inbound and 484 outbound). This trip generation estimate reflects those days when the 1.3-acre Downtown Palm Springs Park is not functioning as an outdoor entertainment venue attracting 4,000 attendees.

The trip generation associated with the Downtown Palm Springs Park on a design day with a community event attracting 4,000 attendees was developed by assuming an average vehicular occupancy (AVO) rate of 2.5 persons per vehicle. Since the park is located within an area that includes hotels, restaurants, retail shops, and professional offices, the trip generation forecast assumed that 30 percent of the attendees would be already parked in the area and walk to the Downtown Palm Springs Park from other surrounding land uses. The in:out directional split assumed for a design day event was 98:2 (i.e., 98 percent inbound and 2 percent outbound) during the hour preceding the event start time and the reverse split 2:98 during the hour following the event. The trips generated by the support personnel associated with an event (such as the back-of-house technical set-up and strike crew, concessions and box office staff, vendor trips, clean up crew, security, traffic management personnel etc.) were assumed to add 220 trips per day (ten percent) to the Downtown Palm Springs Park design day trip generation. For a worse-case design day, the peak park trip generation was assumed to coincide with the peak travel hours on the adjacent streets.

Trip Generation Upon Project Buildout

Project buildout would include all approved, entitled, and under construction development in the initial phase as well as the subsequent phases of the Downtown Palm Springs Project. Upon project buildout, the existing land uses within Block K would be removed and replaced with the development shown in Table 2-3. Main Street would extend from Palm Canyon Drive to Museum Drive, but not be extended through Block K.

The unadjusted weekday trip generation associated with the completion of the Downtown Palm Springs Project is projected to total approximately 22,810 trip-ends without a design day event at the Downtown Palm Springs Park. Of that total, 1,699 are expected to occur during the midday peak hour (938 inbound and 761 outbound) and 2,030 are projected to occur during the evening peak hour (961 inbound and 1,069 outbound).

There are no trip-generation rates available for land uses within the Downtown Palm Springs Project that reflect the hour between 7:30 PM and 8:30 PM on a weekday. To assure a worst-case assessment, the occupied land uses within the project site were assumed to generate the same number of trips on Thursday evenings during Villagefest that they would during the evening peak hour on a typical weekday.

On weekdays, commercial centers typically generate the most traffic between during the midday. Between noon and 1 PM, 8.85 percent of the weekday trips typically occur. The evening peak hour trip generation typically includes 8.80 percent of the weekday trips and occurs between 5 PM and 6 PM. The ITE has determined that between 6 PM and 7 PM, 7.75 percent of the weekday trips occur and between 7 PM and 8 PM, 7.55 percent of the weekday trips occur at commercial/retail centers.[2] Consequently, the trip generation of the commercial uses within the project site during Villagefest would be approximately 86 to 88 percent of the trips generated by those same commercial land uses between 5 PM and 6 PM, assuming that Villagefest does not attract additional commercial/retail patrons to the site or encourage employees within the site to stay later on Thursdays to take advantage of the culinary, recreational, and cultural attractions afforded by Villagefest.

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2 ITE; *Trip Generation Manual Volume 3*: *Data* (9th Edition) 2012. "Hourly Variation in Shopping Center Traffic" (pg 1558).

The weather in the study area, which includes relatively mild temperatures during the winter months and warm evenings during the summer months, is conducive to outdoor recreational activities like Villagefest. The new 24-hour traffic counts indicate that Villagefest activities increase the number of people attracted to the study area. The Thursday traffic volumes at the five count locations in the study area were 4.2 percent greater than the Wednesday traffic counts even though the project site is predominantly undeveloped. Once the project site is developed with additional commercial, restaurant, hotel, office and residential land uses, the trips generated during the evening on Thursdays are likely to extend over a longer period than the typical 5 PM to 6 PM peak hour.

Commercial centers typically generate between 13 and 28 percent more traffic on Saturdays than on typical weekdays, depending on their gross leasable area. The ITE database shows that for commercial centers with 100,000 to 300,000 S.F., the traffic generated on Saturdays is 13.4 percent greater than on a typical weekday. As shown in Table 4-1, the unadjusted trip generation associated with the currently occupied land uses on-site totals approximately 6,040 Saturday trip-ends, of which 588 trip-ends occur during the midday peak hour (with 290 inbound and 268 outbound). The Saturday trip generation for both the initial phase and project buildout are also projected to be higher than the weekday trip generation.

Internal Capture of Project-Related Trips

All of the trip-generation rates provided by the ITE were developed from data collected at isolated single-use free-standing sites. The development of mixed-use projects with office, retail and residential uses reduces the trip generation associated with the development below that which is projected directly from the ITE trip generation rates because of the internal trip interactions among the uses that are "captured" within the multi-use site. This is particularly true where a trip can be made by walking. As a result, the total number of vehicle trips entering and exiting the site may be reduced below the sum of the individual discrete trips generated by each separate land use. The reduction is attributable to trips being made that remain internal to the proposed development such as those made between the residential or hotel uses and one or more of the retail uses. These internal trip interactions are counted twice when the trips generated by each individual use are summed to establish the "unadjusted" trip generation.

The proposed project is a multi-use development with various land uses in close proximity between which trips can be made without using the off-site road system. These trips can be made either by walking or by vehicles using internal roadways without using external streets. The future capture of trips internal to the site will have a net effect of reducing the number of motor vehicle trips between the project site and the external street system compared to that of comparable stand-alone sites. Trips will typically be made between the various interacting land use pairs by walking, since the parking is primarily consolidated for the project in the two parking structures on Museum Drive.

Mixed-use developments like the Downtown Palm Springs Project incorporate several different land uses in a single project. As a result, they may include retail areas that compose less than 50 percent of the total project area, rather than the 80 percent retail area that is typical of shopping centers. Variables that can affect the internal capture rate include:

- The size of the development;
- The mix of on-site land uses (the combination of land uses which tend to interact i.e., residential, office, retail, restaurant, entertainment, and hotel);
- The proximity of the on-site land uses (within reasonable walking distance);
- The availability of pedestrian connections between on-site land uses;
- The site location within the urban/suburban area; and
- The proximity of competing or complementary land uses.

Observed internal capture rates vary by time of day and the day of the week. Weekday morning peak hours may have lower internal capture rates, if retail uses or a cinema are not open for business. Office uses may generate more internal trips on weekdays than on weekend days, when many are closed. Conversely, a recreational event or a hotel use may generate more internal trips on Saturday and Sunday than on weekdays,

since hotel occupancy rates tend to be higher on weekends and people attending an outdoor film screening, concert, or theatrical performance at the Downtown Palm Springs Park would likely visit other retail uses on-site before or after the event.

The number of internal trips between a pair of land uses on-site would be a function of both the size of the receiving land use (and the number of trips it attracts) and the size of the originating land use (and the number of outbound trips that it generates). The number of internal trips that would be captured on-site would be constrained by the smaller of these two values. Therefore, an iterative balancing procedure must be utilized to constrain internal trip making estimates to realistic values, based upon the size and mix of the various land uses on-site as well as their proximity and the availability of competing land uses in the surrounding area.

A traditional downtown or central business district (CBD) typically has a mixture of diverse employment, retail, residential, commercial, recreation, and hotel uses with extensive pedestrian interactions that occur because of the scale of the area, ease of access, and the proximity of the various uses. Automobile occupancy is usually higher in the CBD than in outlying areas, particularly during peak commuting hours. However, the ITE also advises caution in the direct application of the unconstrained internal capture rates identified in Table 7.1 and 7.2 of *Trip Generation Handbook* for projects within central business districts, since the ITE rates were identified from data collected for paired land uses at multi-use sites in Florida that were located outside of traditional downtown central business districts.

After careful consideration, professional judgment was exercised in estimating the internal trip-capture rates for the future multi-use development proposed on-site to ensure a conservative analysis. The land uses within the Town and Country Center portion of the site were considered separately from the core area commercial uses with respect to internal trip interactions. This reflected the spatial separation between these two areas and the fact that their gross leasable areas were considered separately (not combined) to estimate the trip generation associated with each of these commercial areas.

Adjusted Trip Generation Associated With The Project Site

The unadjusted trip-generation forecast shown in Table 4-1 was adjusted to reflect the anticipated internal trip interactions illustrated in Figure 4-1 and eliminate the double counting of internal trips, as shown in Table 4-2. The adjustments were based on Tables 7.1 and 7.2 of the ITE's *Trip Generation Handbook,* which provide internal capture rates within a multi-use development. As shown therein, retail uses capture approximately 20 percent of the traffic from adjacent office, residential, and other retail uses. Although the proposed project would include a substantial leasable core area with a variety of commercial uses, the project site is located within an urban area with a substantial number of existing and future commercial developments nearby. Therefore, a maximum internal capture rate of 10 percent of the trip-ends generated by the Town & Country Center, the future hotels, residential uses, and office uses on-site was assumed to be local commercial trips destined for retail uses within the core area on-site.

The internal capture rate assumed was one-half of the ITE value of 20 percent for trip origins within offices to retail uses and one-third of the 34 percent for residential trip origins to retail uses. No internal trip adjustments were made between the residential or hotel uses and the office land uses on-site or between the offices and the Town & Country Center. The adjusted trip generation shown in Table 4-2 assumed that a maximum of 10 percent of the shopping trips would be generated by the office uses, residential uses, and hotel uses. This adjustment reduced the external trip generation estimate by 10.6 percent for the initial phase and by 14.2 percent for project buildout.

Site Trip Distribution and Traffic Assignment

Traffic distribution is the determination of the directional orientation of traffic. It is based upon the geographical location of the site and land uses that will serve as trip origins and destinations. Traffic assignment is the determination of which specific routes project-related traffic will use, once the generalized traffic distribution is determined. The basic factors affecting route selection are minimizing travel time and the distance traveled.

Figure 4-1

Internal Trip Capture Rates Assumed
for Future Multi-Use Site Development

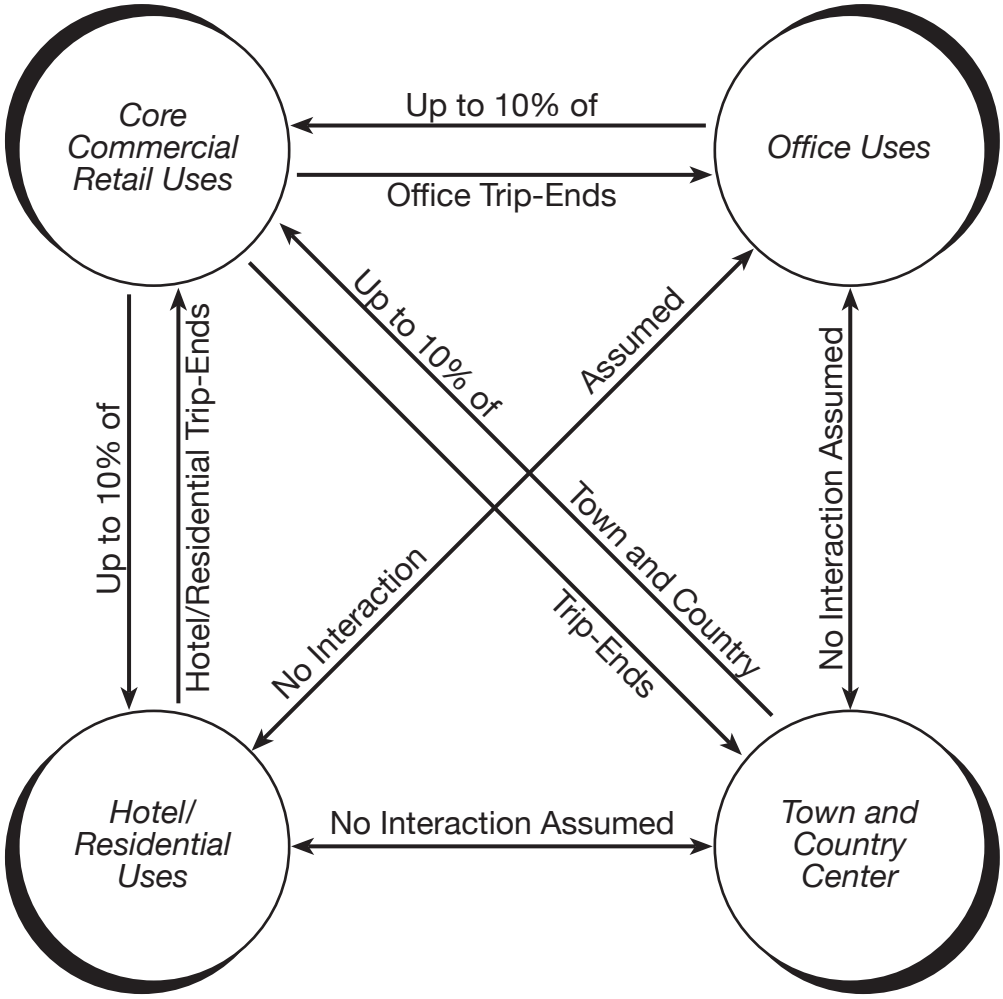

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Table 4-2
Adjusted Site Trip-Generation Forecast
(Downtown Palm Springs Project)

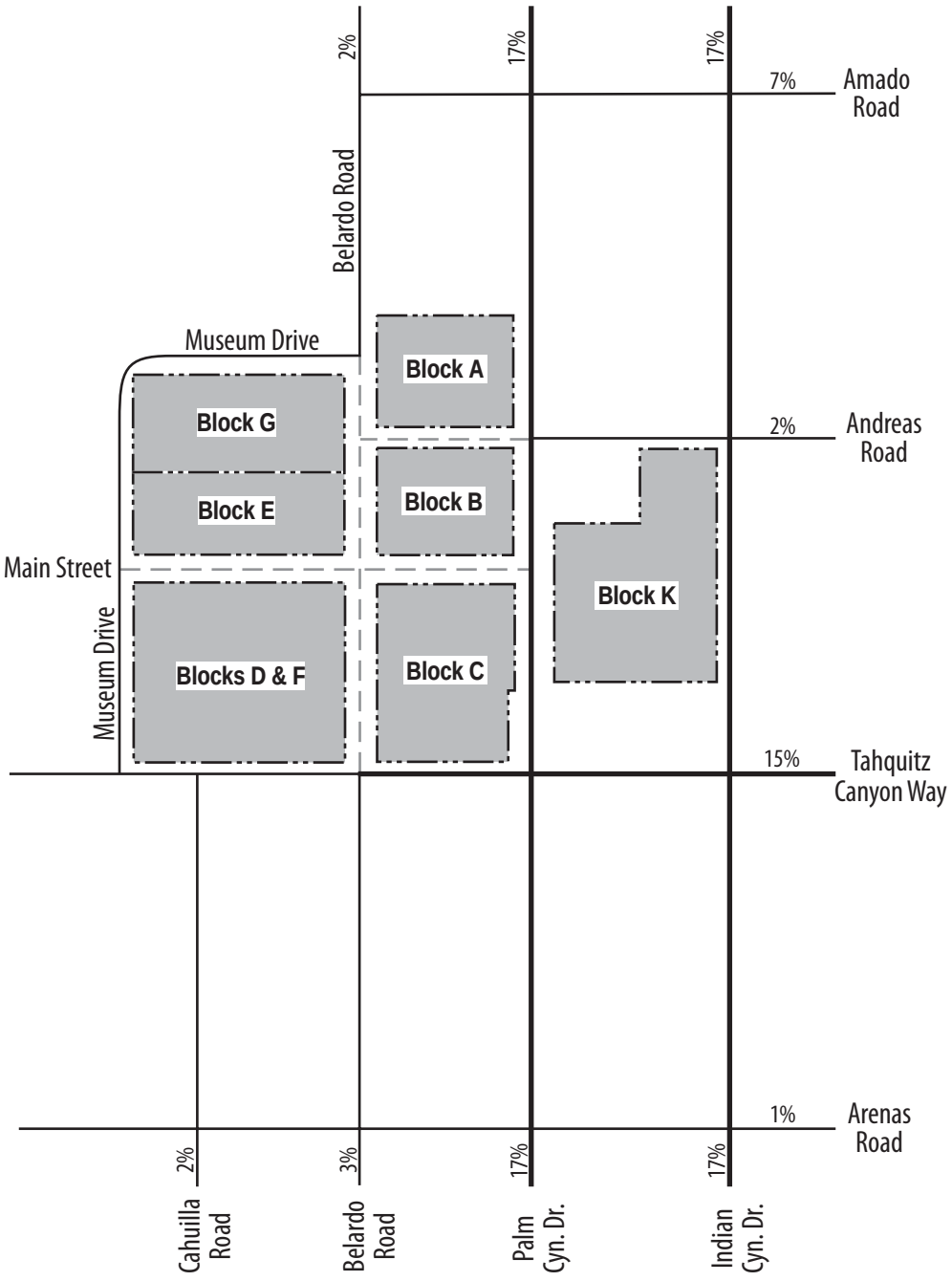
Development Phase/Scenario (Interval and Direction)	Unadjusted Trips[a]	Internal Trips[b]	External Trips	Adjusted Trips
Phase 1 - Weekday & Villagefest				
- Daily (Two-Way)	9,390	1,000	8,390	8,890
- Midday Inbound	423	38	385	404
- Midday Outbound	278	38	240	259
- Evening Inbound	388	52	336	362
- Evening Outbound	484	52	432	458
Phase 1 - Saturday Midday				
- Daily (Two-Way)	11,480	840	10,640	11,060
- Midday Inbound	563	38	525	544
- Midday Outbound	503	38	465	484
Project Completion – Weekday & Villagefest				
- Daily (Two-Way)	22,810	3,240	19,570	21,190
- Midday Inbound	938	122	816	877
- Midday Outbound	761	122	639	700
- Evening Inbound	961	148	813	887
- Evening Outbound	1,069	148	921	995
Project Completion - Saturday				
- Daily (Two-Way)	26,290	3,240	23,050	24,670
- Midday Inbound	1,284	150	1,134	1,209
- Midday Outbound	1,188	150	1,038	1,113
Downtown Palm Springs Park Event[c]				
- Daily (Two-Way)	3,520		2,460	
- Midday Inbound	1,600		1,120	
- Midday Outbound	32		22	
- Evening Inbound	1,600		1,120	
- Evening Outbound	32		22	

a. Unadjusted trips per Table 4-1, which have not been adjusted to remove trips captured internally that were counted twice.
b. Each value shown was counted twice. Values shown must be reduced by 50 percent, and then added to the external trips to identify the adjusted trips with the internal trips included once.
c. The external trips shown for a design day park event reflect a 30 percent reduction for attendees who are already parked within or near the site and walk to a design day event from other nearby land uses (hotel, restaurants, shops).

Other considerations may include the aesthetic quality of alternate routes, the number of turning maneuvers, and avoidance of congestion. Site access locations, signalized access points, and turn restrictions on driveways can directly affect the project traffic assignment.

The overall trip distribution associated with Downtown Palm Springs Project is shown in Figure 4-2. It was based primarily on the trip distribution and traffic assignment included in the approved 2008 *Traffic Impact Study for the Museum Market Plaza Specific Plan.* Traffic is typically assigned to the parking areas associated with the proposed land uses. For this project, the parking is primarily consolidated into the two parking structures on Museum Drive. Site traffic was evenly distributed to the proposed on-site parking spaces including the private underground parking spaces in Block B and Block F. Fifty percent of the residential guest parking may be located in a different block than the residential dwelling units and the parking for the hotel employees may be

Figure 4-2
Site Traffic Distribution



Legend	
100%	Percent of Site Traffic (Inbound + Outbound)

Endo Engineering

Scale: 1" = 350'

located in a different block than the hotel. The parking for the commercial uses may be located anywhere within the Specific Plan.

Site Traffic Volumes

Initial Phase of the Downtown Palm Springs Project

Figure 4-3 shows the weekday site traffic volumes at the key intersections during the midday and evening peak hours associated with the initial phase of the Downtown Palm Springs Project. Figure 4-4 shows the Phase 1 site traffic volumes at the key intersections along Belardo Road during the highest volume hour (7:30 PM - 8:30 PM) on Thursdays associated with Villagefest activities and the closure of Palm Canyon Drive. Figure 4-5 shows the Saturday site traffic volumes at fourteen key intersections during the midday peak hour associated with the initial phase of the Downtown Palm Springs Project. The site traffic projections shown in Figures 4-3 through 4-5 reflect conditions without a design day event at the Downtown Palm Springs Park.

Buildout of the Downtown Palm Springs Project

Figure 4-6 shows the weekday site traffic volumes at the key intersections during the midday and evening peak hours associated with buildout of the Downtown Palm Springs Project. Figure 4-7 shows the site traffic volumes associated with buildout of the Downtown Palm Springs Project at the key intersections along Belardo Road during the highest volume hour (7:30 PM - 8:30 PM) on Thursdays associated with Villagefest activities and the closure of Palm Canyon Drive. Figure 4-8 shows the Saturday site traffic volumes at fourteen key intersections during the midday peak hour associated with buildout of the Downtown Palm Springs Project. The site traffic projections shown in Figures 4-6 through 4-8 reflect conditions without a design day event at the Downtown Palm Springs Park.

Design Day Event at the Downtown Palm Springs Park

Figure 4-9 provides the design hour inbound and outbound site traffic volumes at the key intersections associated with an event at the Downtown Palm Springs Park with the potential to attract 4,000 attendees. Since the events at the park may occur at any time during the week, the trip generation associated with the park activities was generally assumed to occur during the peak travel periods on the adjacent streets.

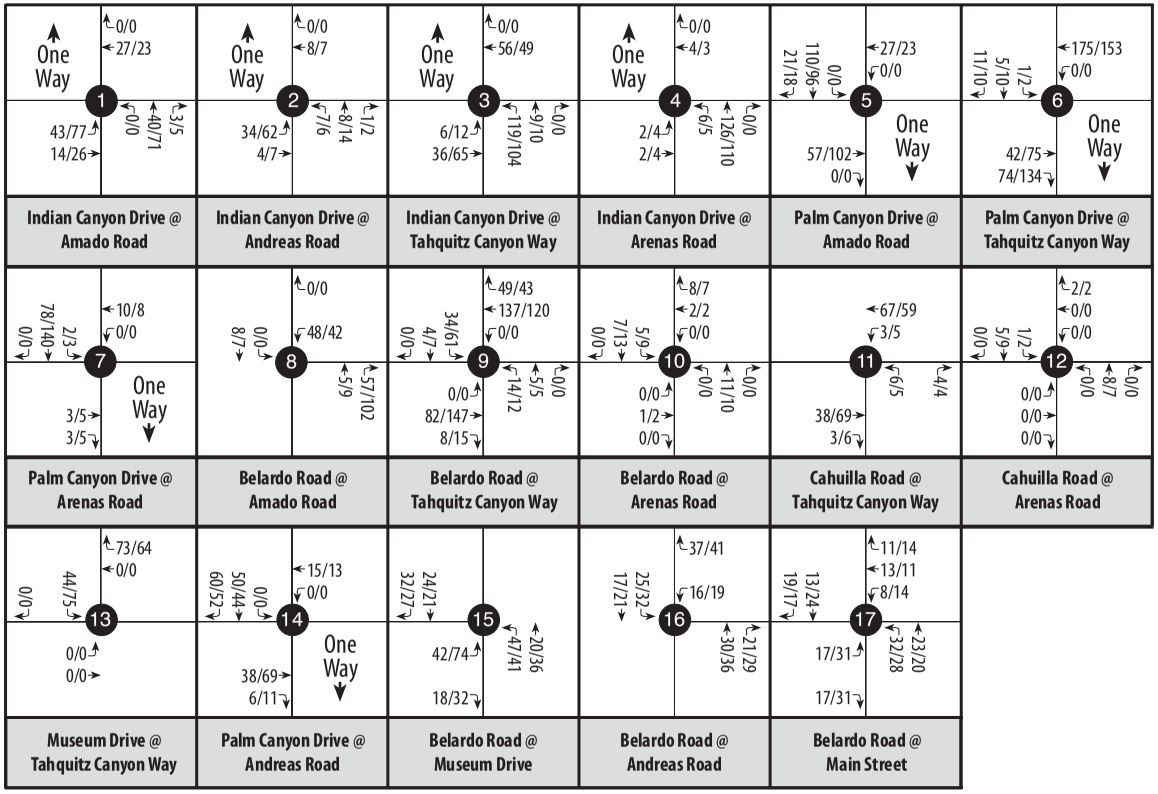
4B. Existing+Site Traffic

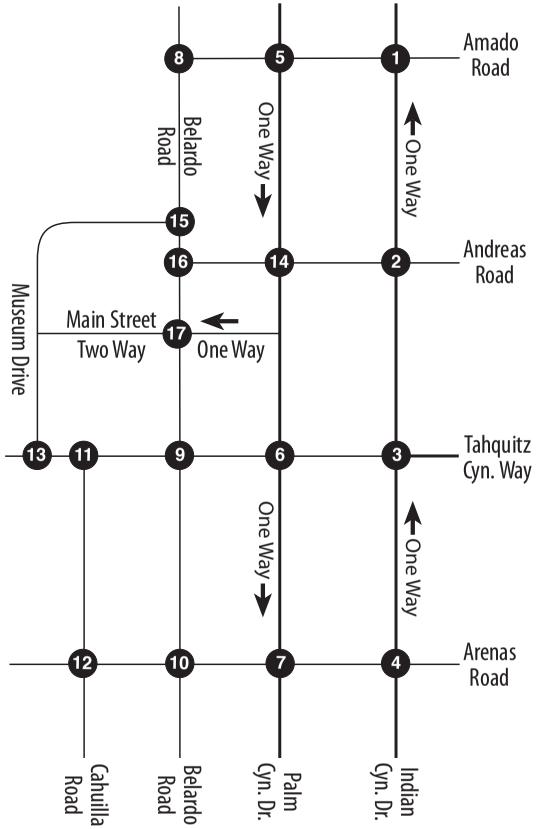
The existing weekday peak hour turning volumes were shown in Figure 3-4. The existing Villagefest highest hour turning volumes were shown in Figure 3-6. The existing Saturday midday peak hour turning volumes were shown in Figure 3-8. Existing+project traffic volumes were determined by adding the future site traffic volumes to the existing traffic volumes throughout the study area. All of the figures showing the weekday existing+site traffic volumes include 17 key intersections, including the 13 existing key intersections and four future intersections that would be constructed in conjunction with the project when Belardo Street, Main Street, and Andreas Road are extended through the project site.

Existing+Initial Phase Traffic

The existing weekday peak hour turning volumes at the key intersections were added to the weekday site traffic volumes associated with the initial phase of development (shown in Figure 4-3) to determine the existing+initial phase weekday peak hour traffic volumes at the key intersections shown in Figure 4-10. The existing+initial phase+park event weekday peak hour traffic volumes at the key intersections are shown in Figure 4-11. These traffic projections reflect the addition of the design day event traffic shown in Figure 4-9 to the existing+initial phase traffic volumes shown in Figure 4-10.

Figure 4-3
Weekday Site Traffic Volumes Associated With Phase 1 of the Downtown Palm Springs Project





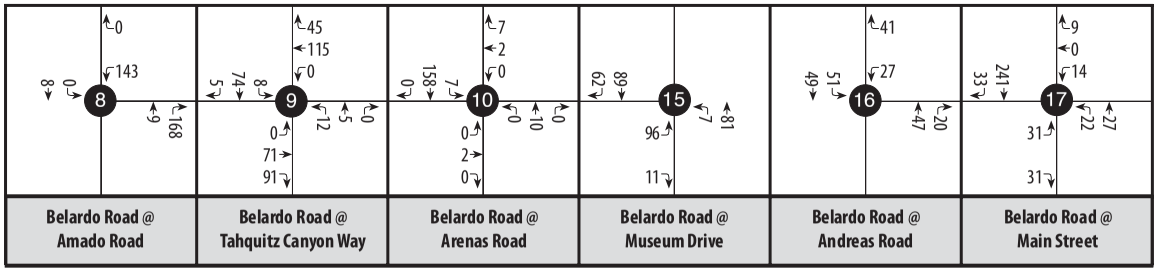
Legend

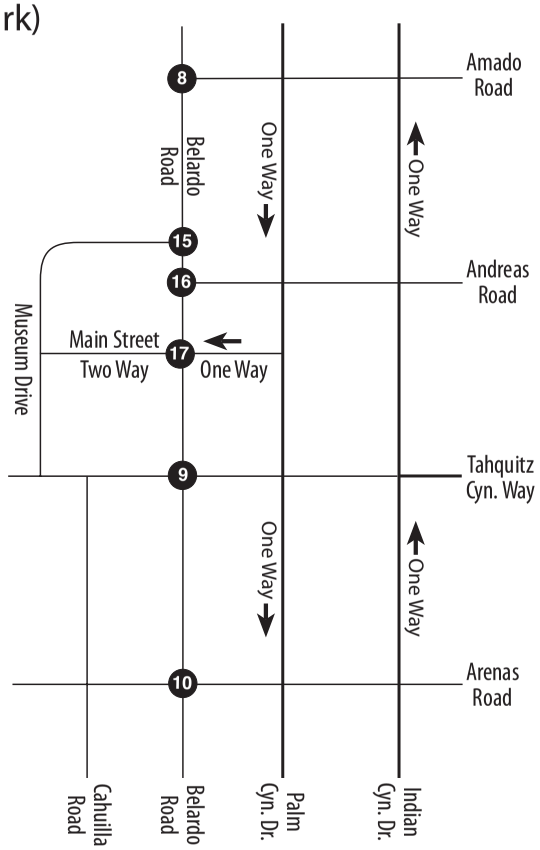
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-4
Site Traffic Volumes During Villagefest Associated With Phase 1 of the Downtown Palm Springs Project (Without the Downtown Palm Springs Park)





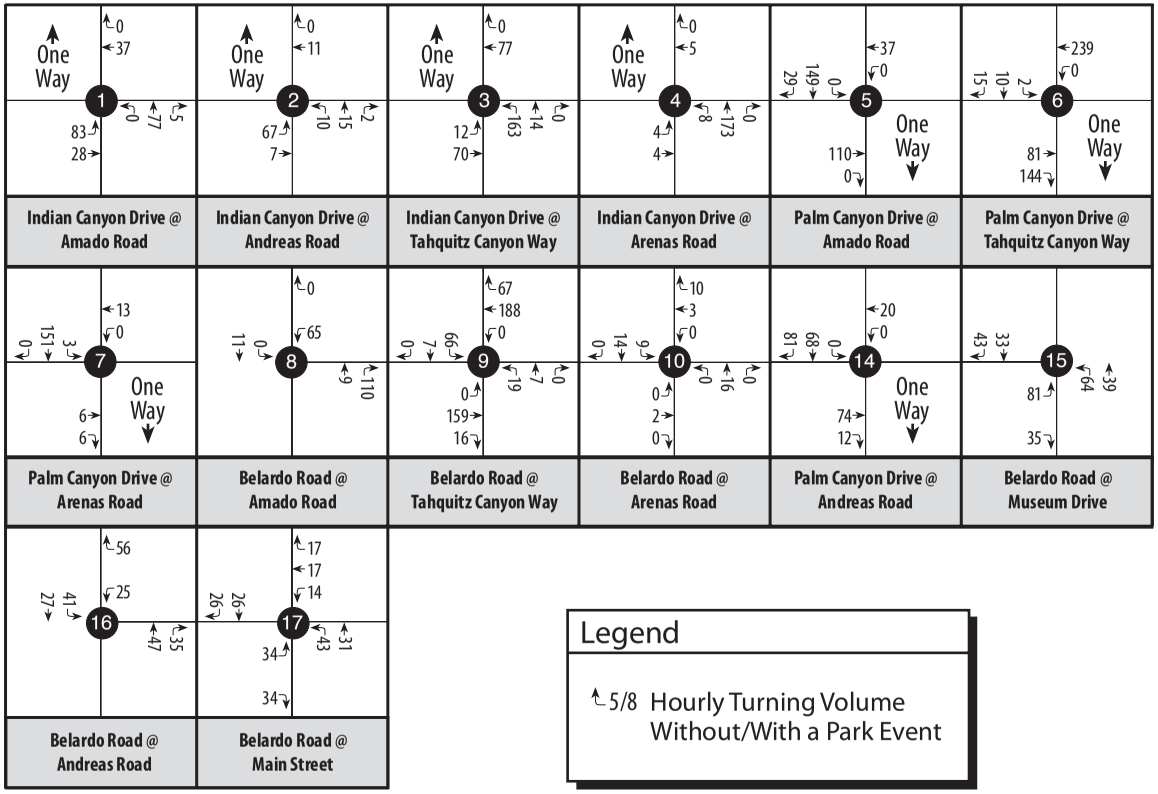
Legend

5 Highest Hour Turning Volume

Endo Engineering

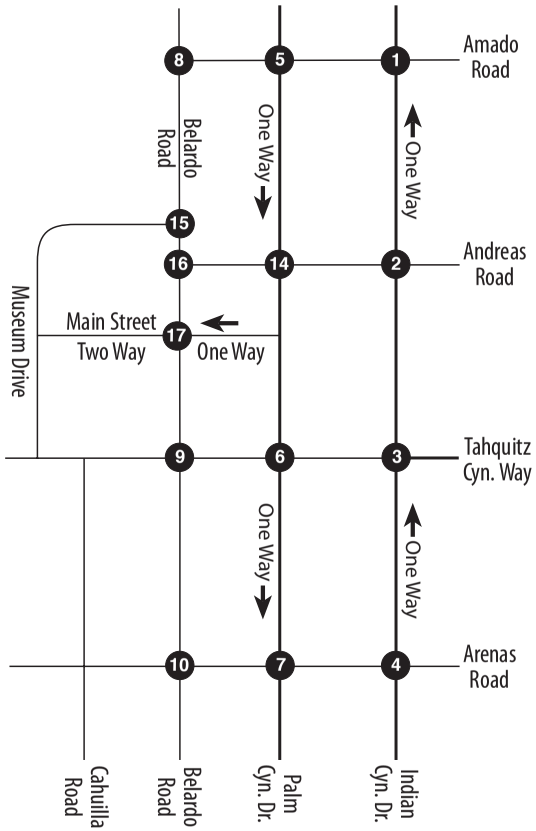
Schematic

Figure 4-5
Saturday Site Traffic Volumes Associated With Phase 1 of the Downtown Palm Springs Project



Legend

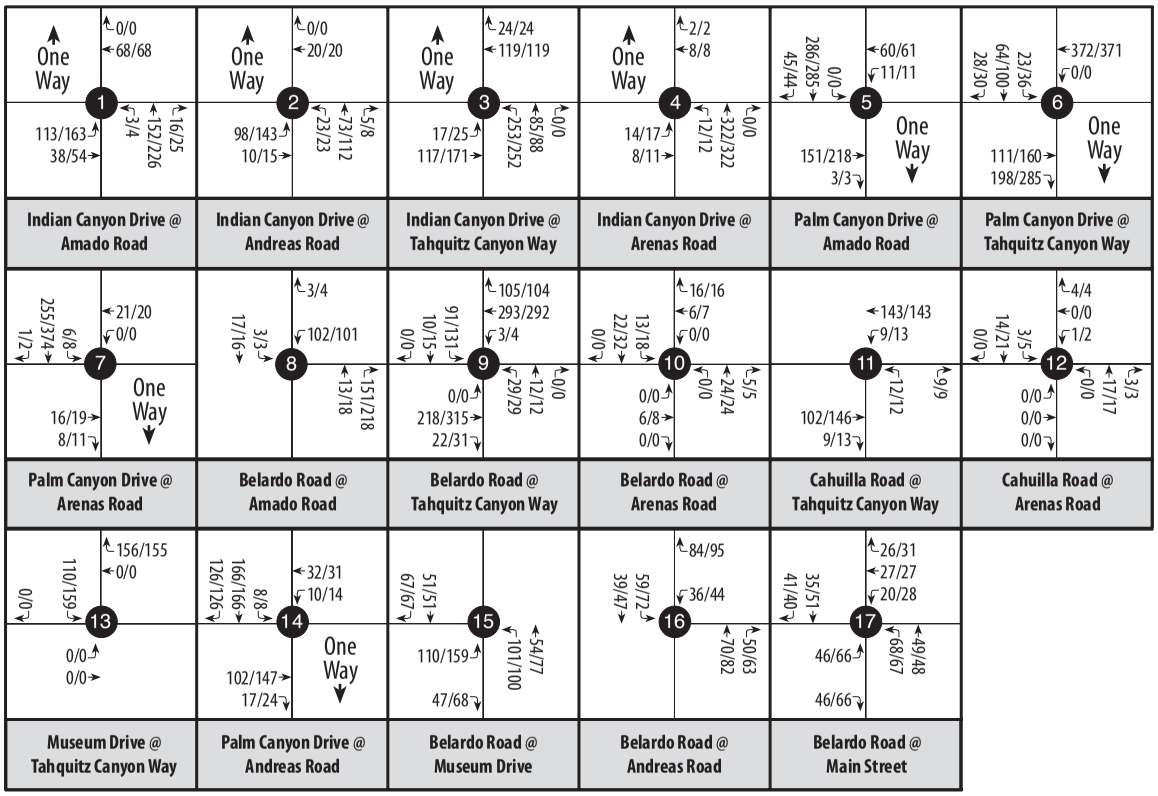
5/8 Hourly Turning Volume Without/With a Park Event

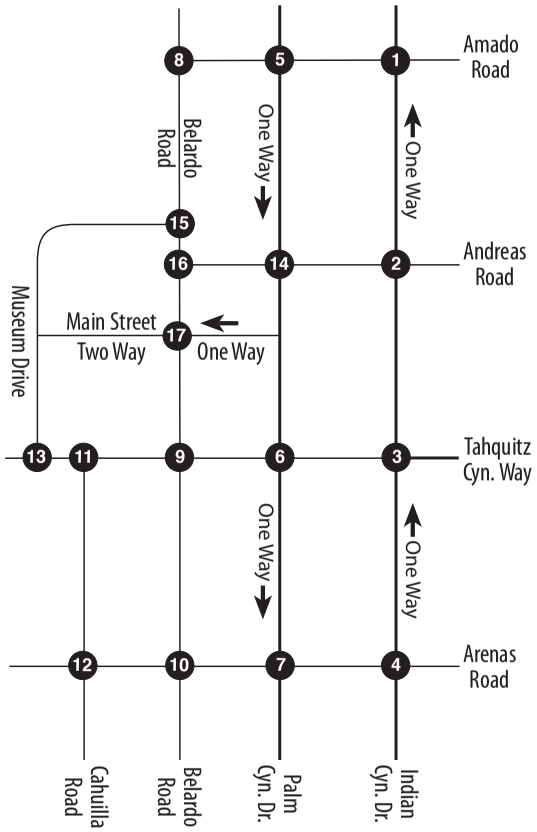


Endo Engineering

Schematic

Figure 4-6
Weekday Site Traffic Volumes Associated With Buildout of the Downtown Palm Springs Project





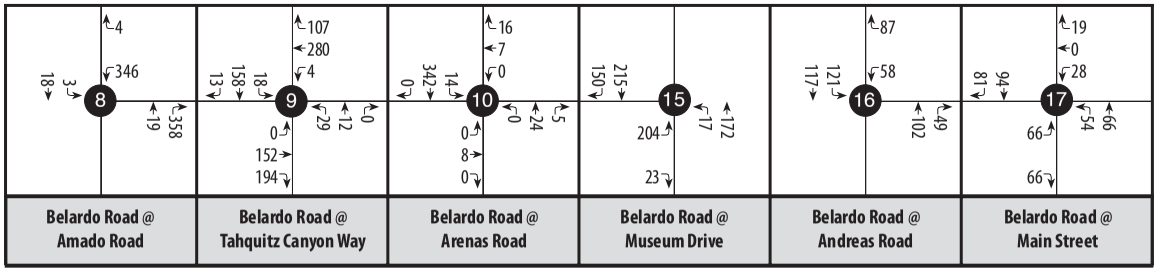
Legend

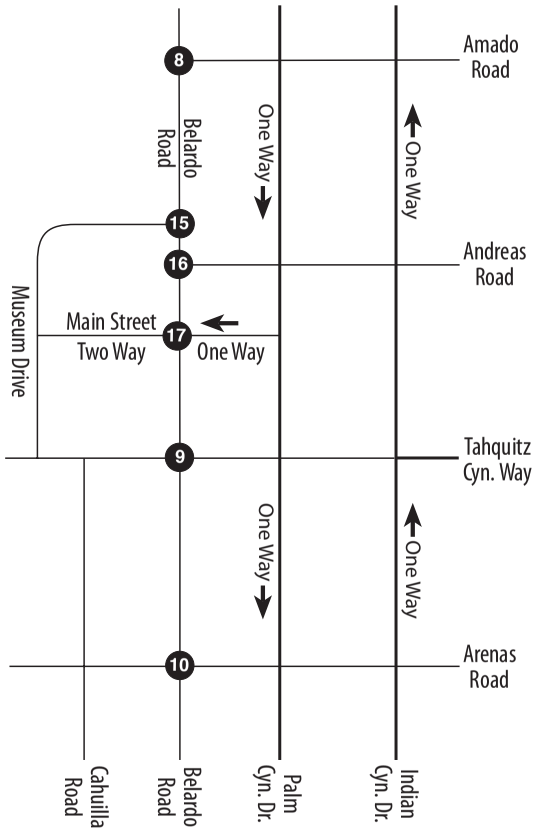
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-7
Site Traffic Volumes During Villagefest Associated With Buildout of the Downtown Palm Springs Project
(Without the Downtown Palm Springs Park)





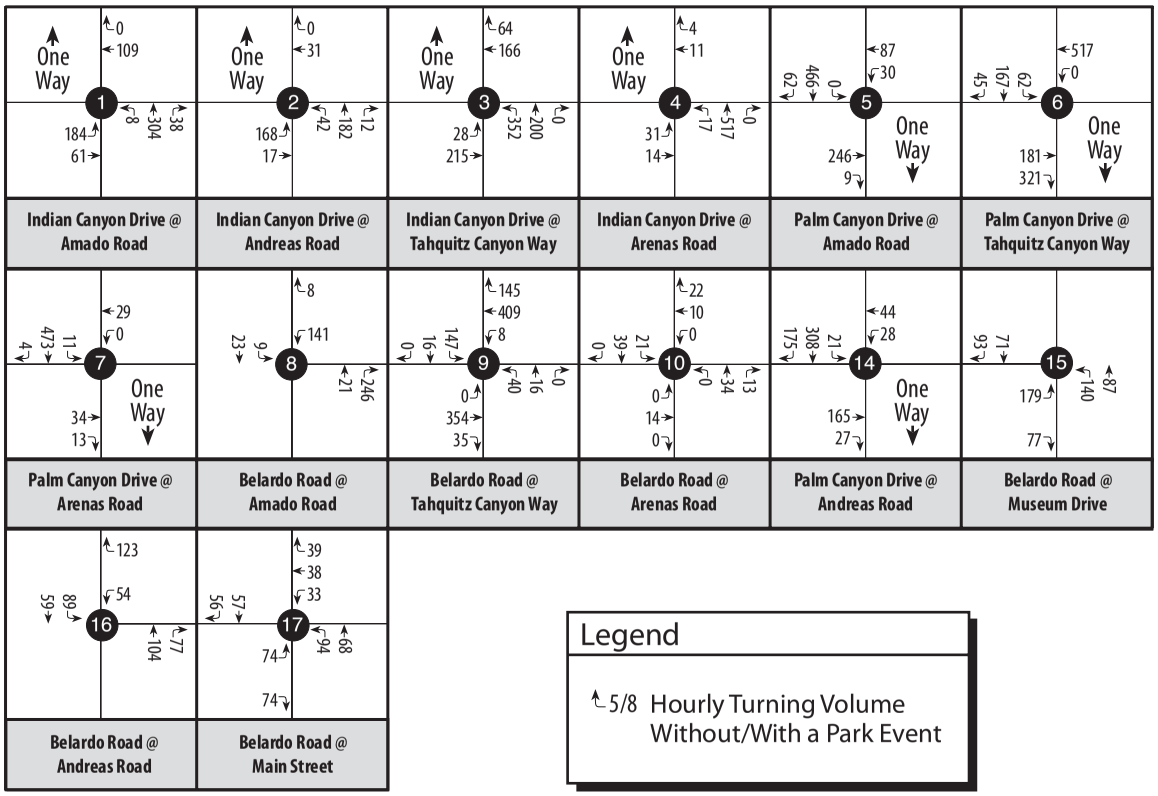
Legend

5 Highest Hour Turning Volume

Endo Engineering

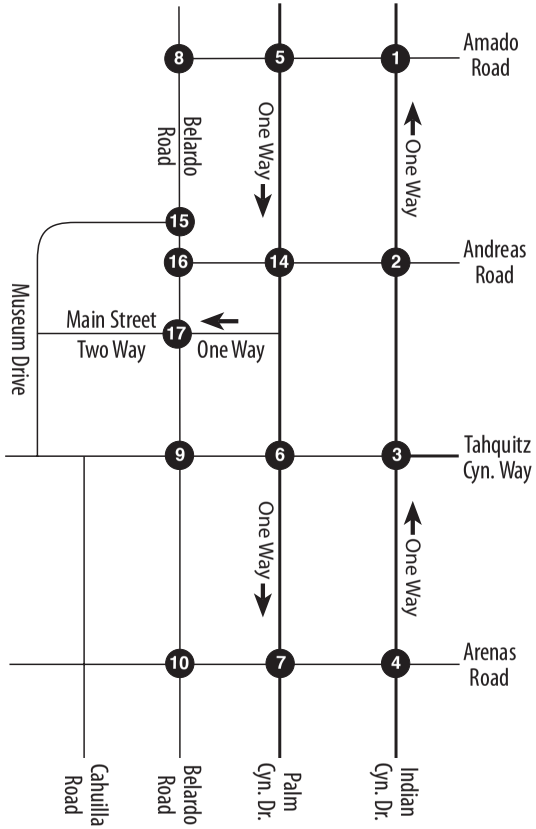
Schematic

Figure 4-8
Saturday Site Traffic Volumes Associated With Buildout of the Downtown Palm Springs Project



Legend

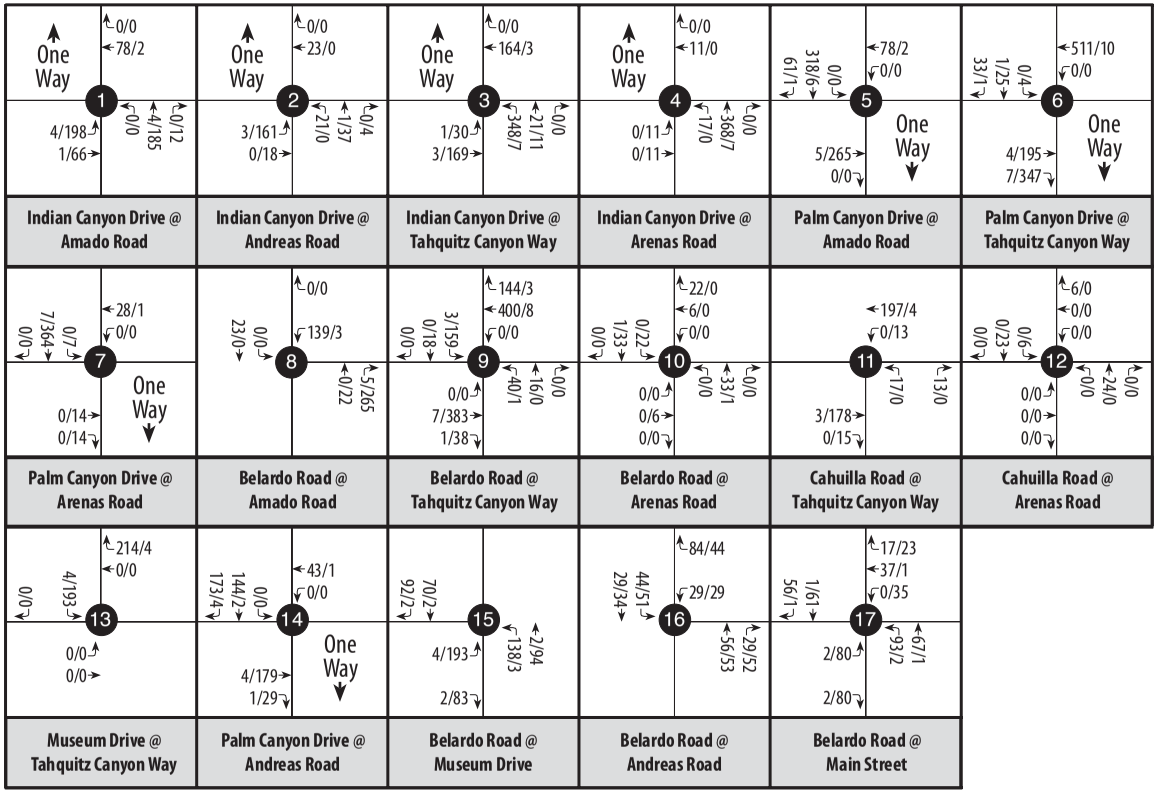
5/8 Hourly Turning Volume Without/With a Park Event

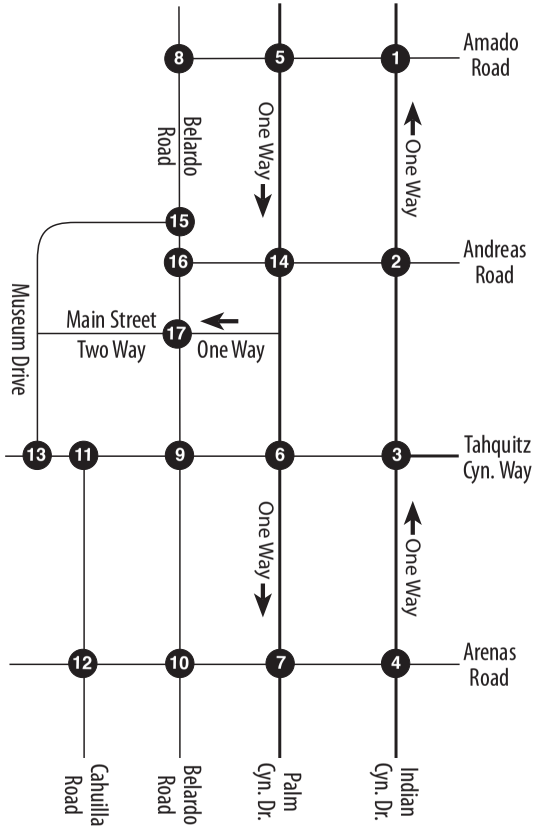


Endo Engineering

Schematic

Figure 4-9
Design Hour Inbound and Outbound Site Traffic Volumes Associated With the Downtown Palm Springs Park





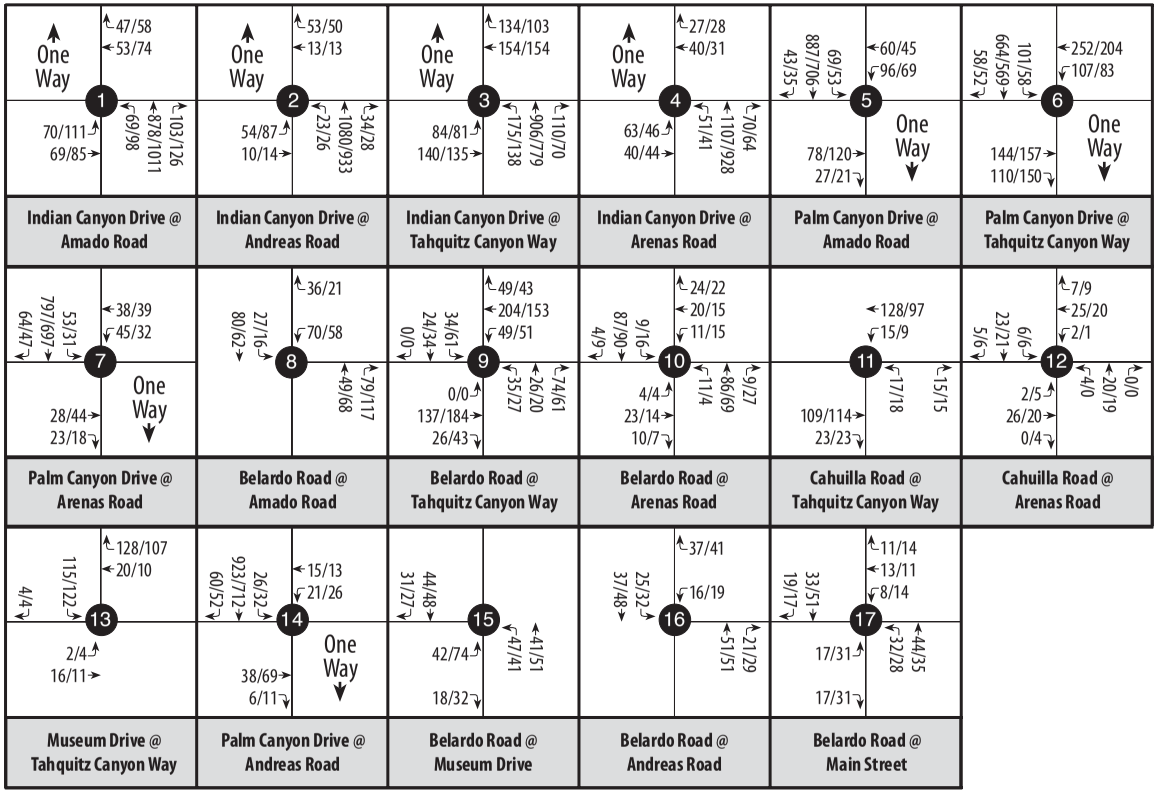
Legend

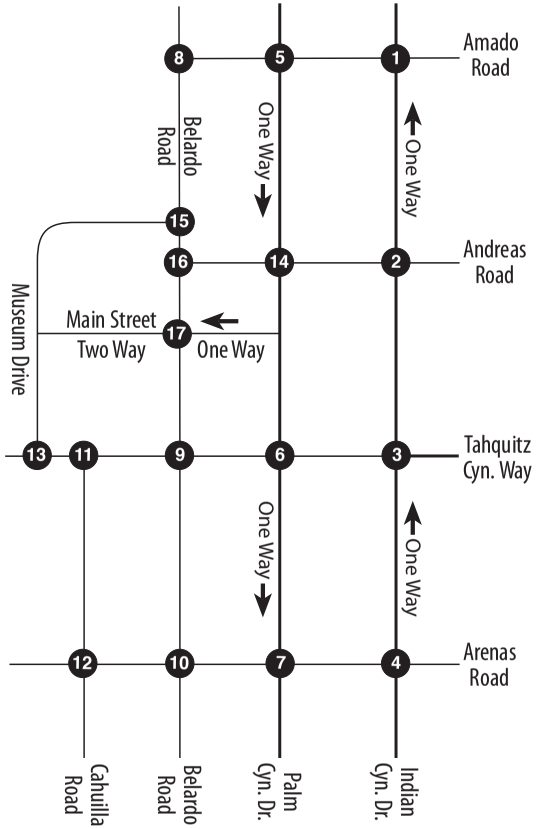
5/8 Turning Volume During Hour Preceeding/Following Event

Endo Engineering

Schematic

Figure 4-10
Existing + Phase 1 Weekday Traffic Volumes Without the Downtown Palm Springs Park





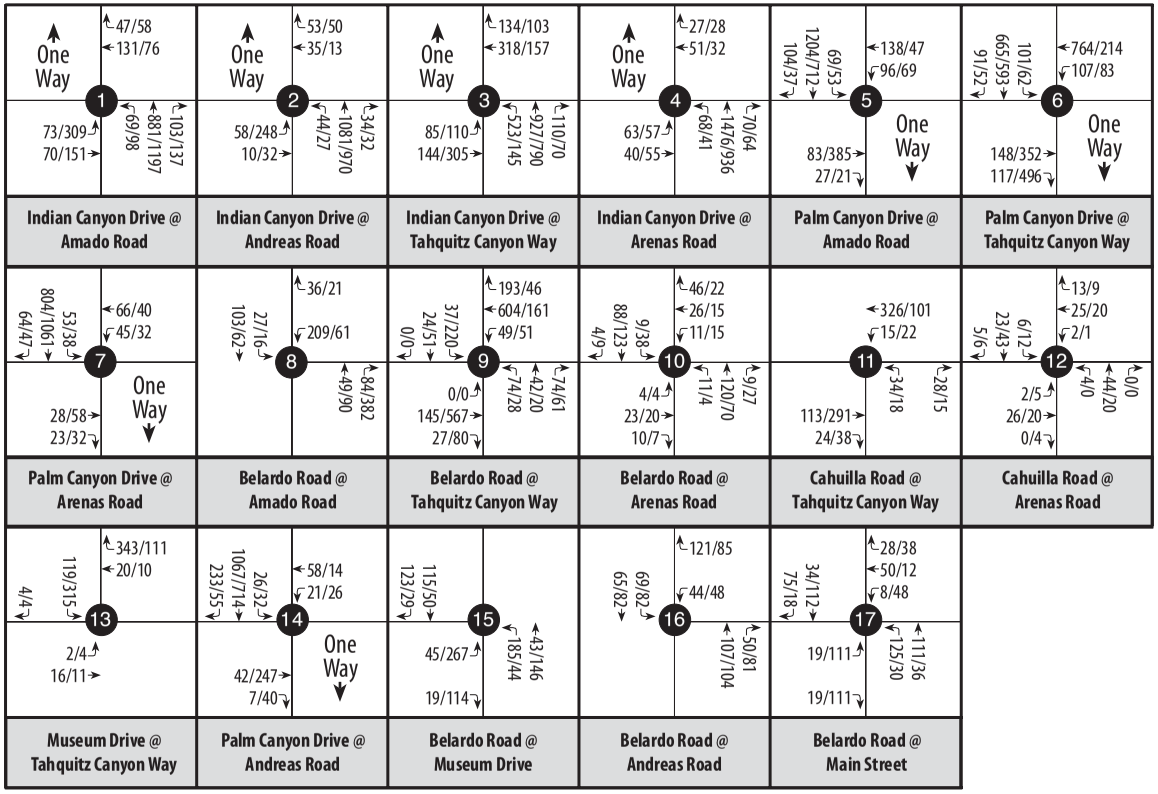
Legend

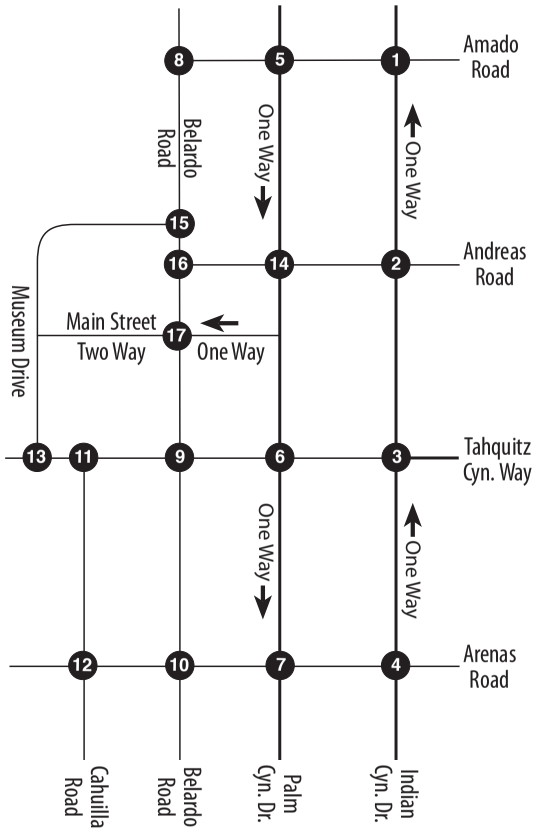
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-11
Existing + Phase 1 Weekday Traffic Volumes With the Downtown Palm Springs Park





Legend

5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-12 shows the existing+Phase 1 traffic projections for the hour between 7:30 PM and 8:30 PM on Thursdays with Villagefest. Projections are included in Figure 4-12 for conditions with and without a design day event at the Downtown Palm Springs Park. Figure 4-13 provides the existing+Phase 1 traffic projections for the midday peak hour on Saturdays. Projections are included therein for conditions with and without a design day event at the Downtown Palm Springs Park.

Existing+Project Buildout Traffic

The existing weekday peak hour turning volumes (shown in Figure 3-4) were added to the weekday site traffic volumes upon project buildout (shown in Figure 4-6) to determine the existing+project buildout peak hour traffic volumes at the key intersections shown in Figure 4-14. The addition of the hourly traffic volumes shown in Figure 4-9 produced the traffic projections shown in Figure 4-15, which reflect the existing+project buildout+park event weekday peak hour traffic volumes at the key intersections.

Figure 4-16 shows the existing+project buildout traffic volumes during the highest volume hour on Thursday evenings with Villagefest both with and without an event. These traffic projections were developed by adding the existing traffic volumes in Figure 3-6 to the site traffic upon buildout from Figure 4-7 and then adding the Downtown Palm Springs Park design day event traffic shown in Figure 4-9.

Figure 4-17 provides the existing+project buildout traffic volumes during the midday peak hour on Saturdays with and without a design day event at the Downtown Palm Springs Park that attracts 4,000 attendees. The traffic volumes shown in Figure 3-8 were added to those in Figure 4-8 and Figure 4-9 to develop these projections.

4C. Future Through Traffic Projections

Trip Generation Associated With Cumulative Developments

The cumulative traffic analysis included the assignment of traffic from sixteen cumulative projects (shown in Figure 2-7) that were identified through coordination with the City of Palm Springs. The location of the cumulative projects extended north to Tamarisk Road, east to Sunrise Way, and south to Mesquite Avenue. Cumulative traffic from developments located outside of this area were assumed to be part of the minimum 10 percent growth in existing traffic volumes.

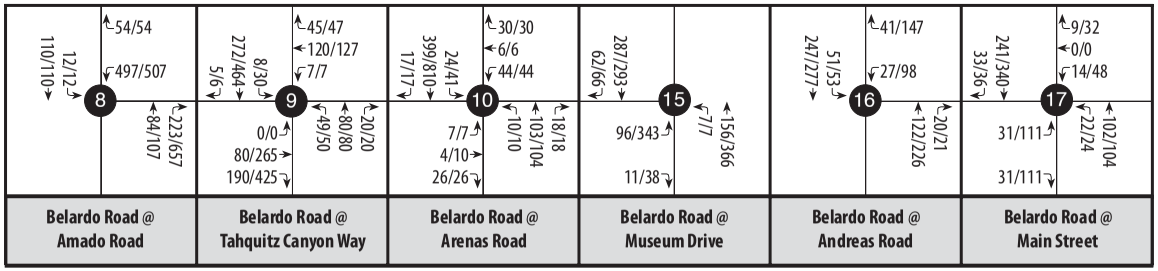
Traffic volumes were projected for the midday and evening peak hours on typical weekdays in the peak season as well as the midday peak hour of the generators on Saturdays. Since Villagefest starts at 6:00 PM during the winter season, and road closures begin up to an hour earlier, the cumulative development trip-generation forecast for Thursday evenings during Villagefest was assumed to be same as that of the weekday evening peak hour.

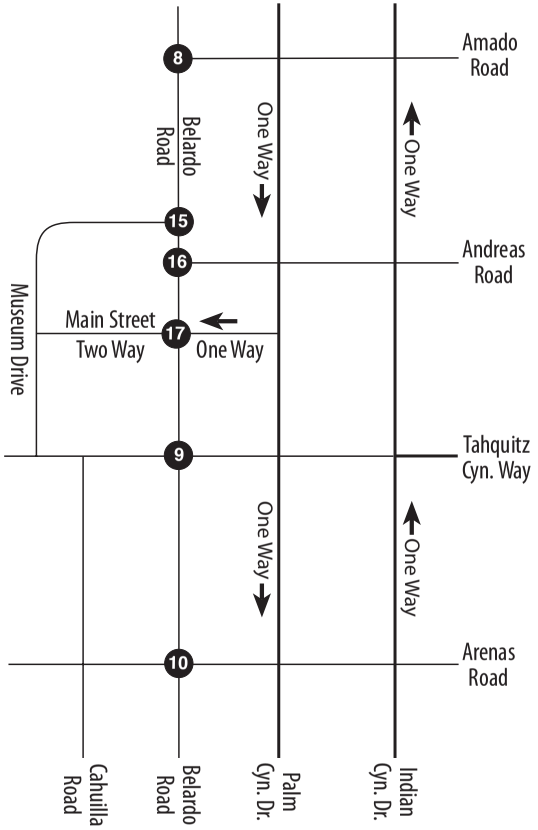
The cumulative trip-generation estimates for a typical weekday midday and evening peak hour are shown in Table 4-3. These estimates were developed from the ITE *Trip Generation Manual* (9 Edition) by applying the recommended procedures for estimating trip generation outlined by the ITE in *Trip Generation Handbook* (March, 2001). The weekday trip generation associated with the Agua Caliente Museum was increased by 67 percent to estimate the Saturday trip generation, based upon historical visitor attendance data provided by the Palm Springs Art Museum.

The cumulative projects are projected to generate a total of approximately 15,350 weekday trip-ends, as shown in Table 4-3. During the midday peak hour on weekdays, 1,371 trip-ends would be generated (626 inbound and 745 outbound). During the evening peak hour, 1,439 trip-ends would be generated (771 inbound and 668 outbound) by the sixteen cumulative projects evaluated.

Table 4-4 summarizes the trip generation for the cumulative projects during the midday peak hour on a typical Saturday. The Saturday trip generation associated with the sixteen cumulative developments evaluated (1,504 trip-ends, with 757 inbound and 747 outbound trips in the midday peak hour) is expected to be greater than the

Figure 4-12
Existing + Phase 1 Traffic Volumes During Villagefest With and Without the Downtown Palm Springs Park





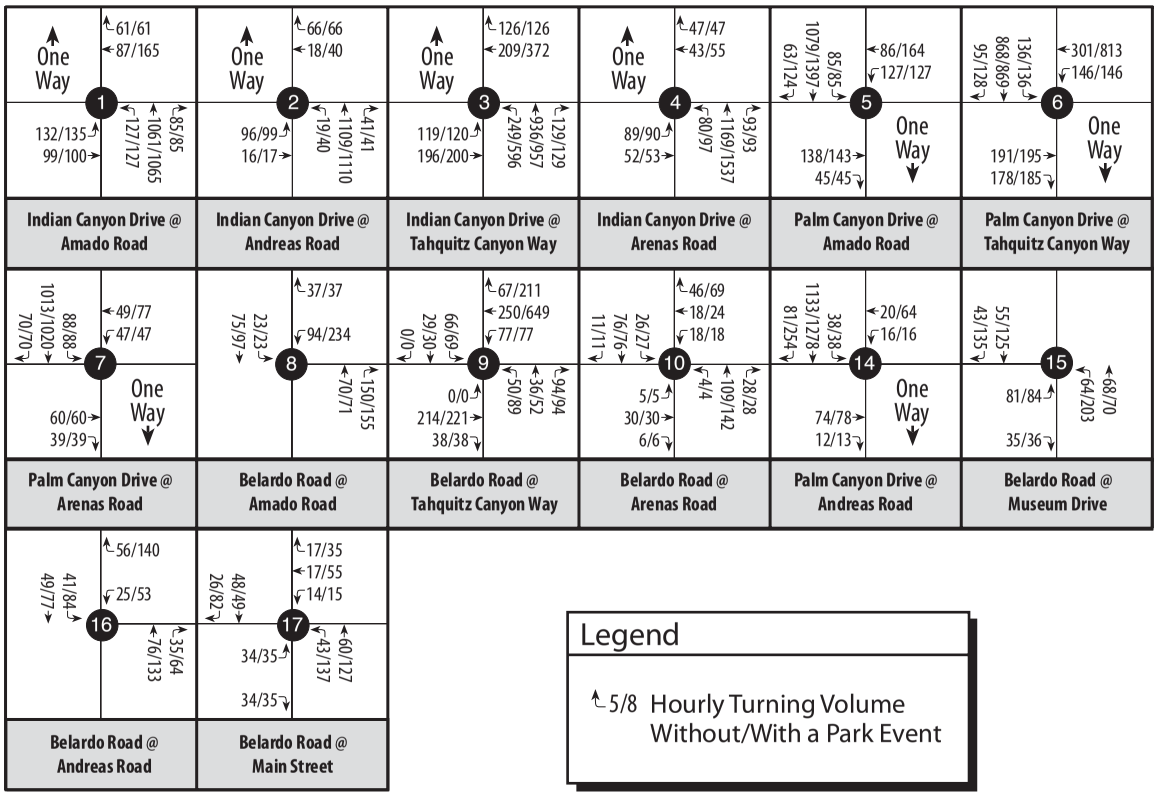
Legend

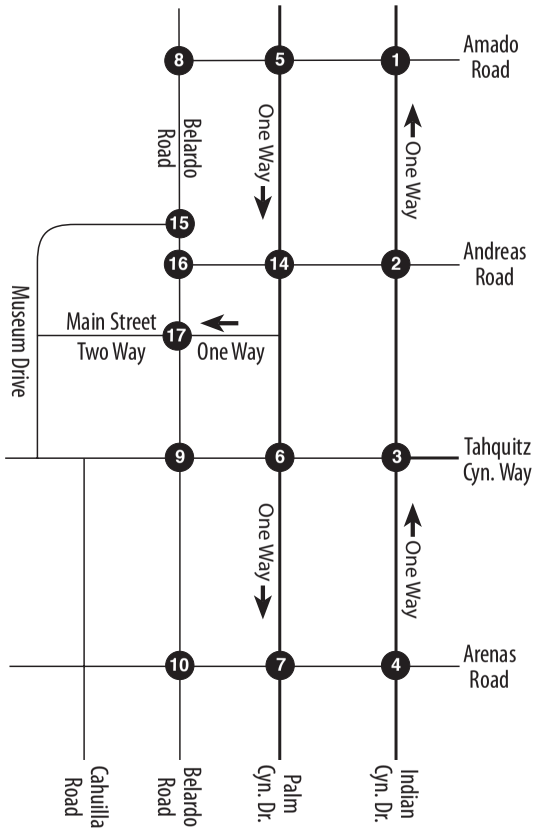
5/8 Hourly Turning Volume Without/With a Park Event

Endo Engineering

Schematic

Figure 4-13
Existing + Phase 1 Saturday Traffic Volumes
Without and Without the Downtown Palm Springs Park

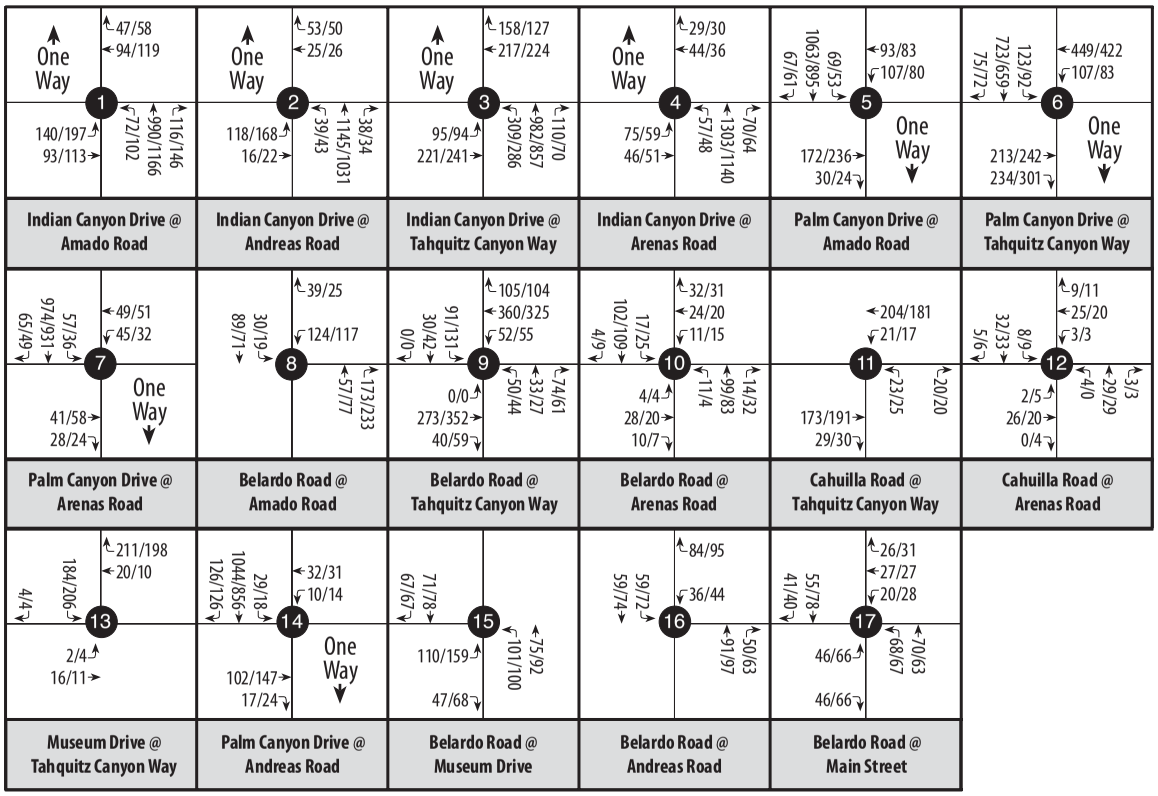


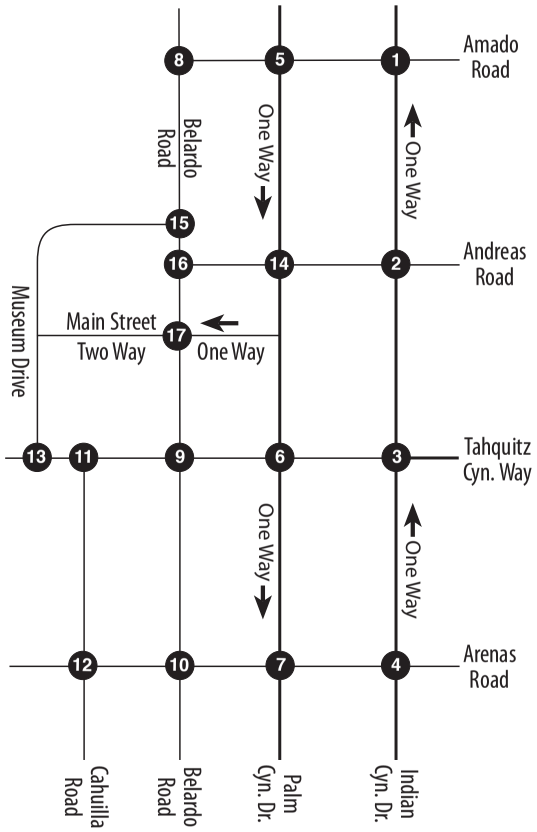


Endo Engineering

Schematic

Figure 4-14
Existing + Project Buildout Weekday Traffic Volumes Without the Downtown Palm Springs Park





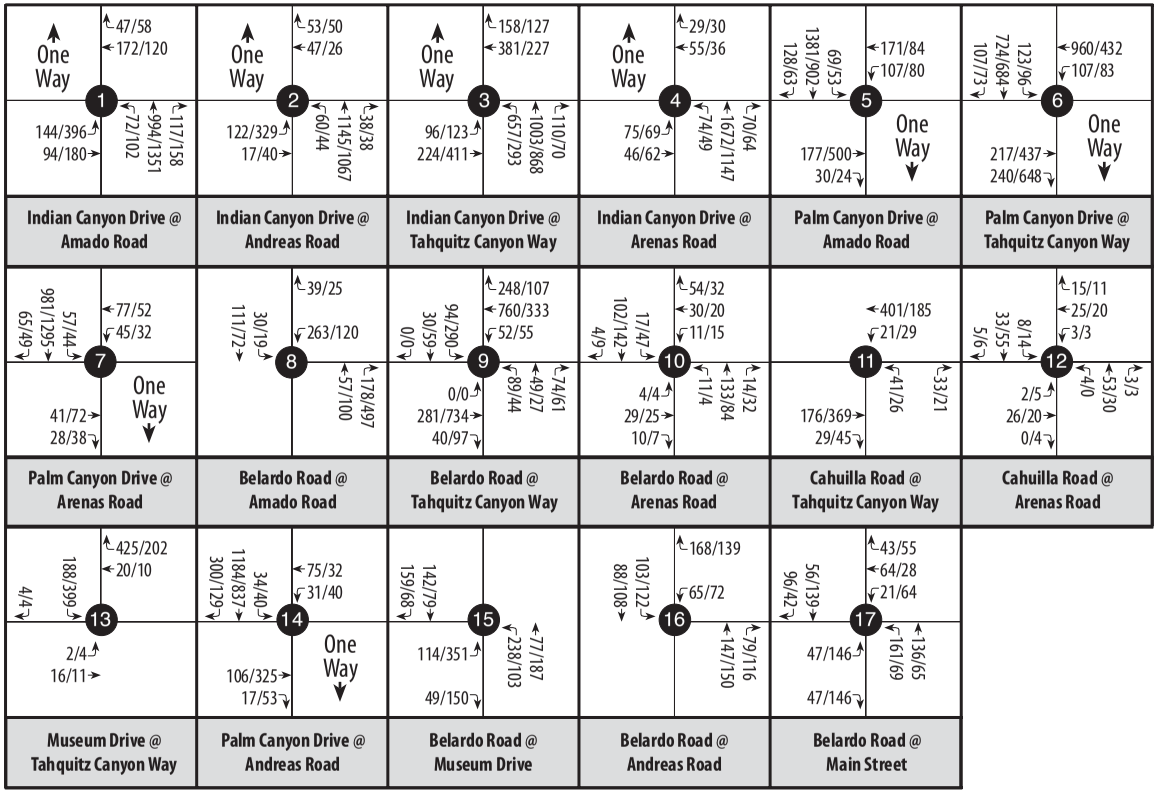
Legend

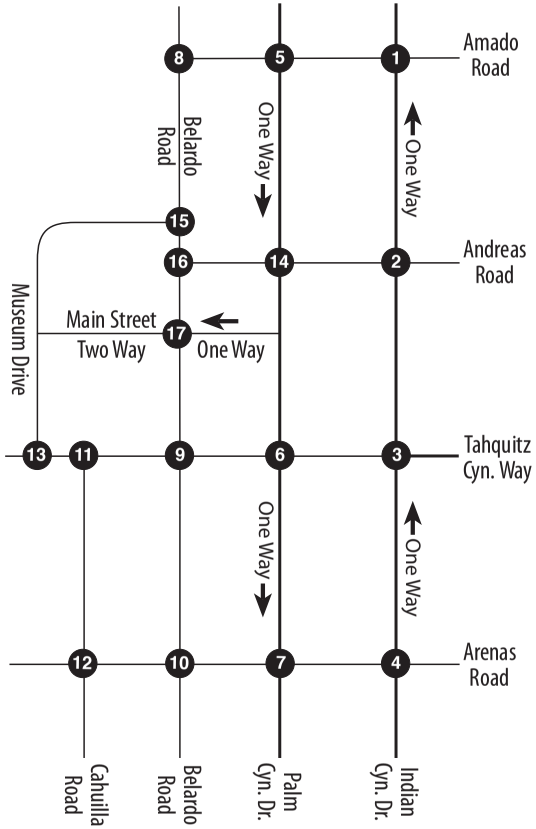
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-15
Existing + Project Buildout Weekday Traffic Volumes With the Downtown Palm Springs Park





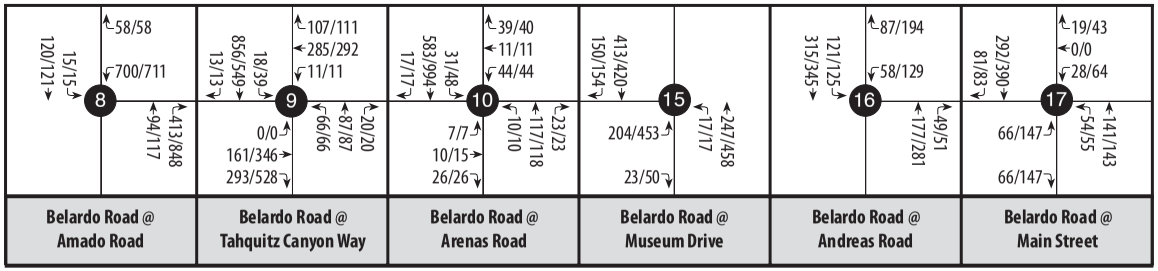
Legend

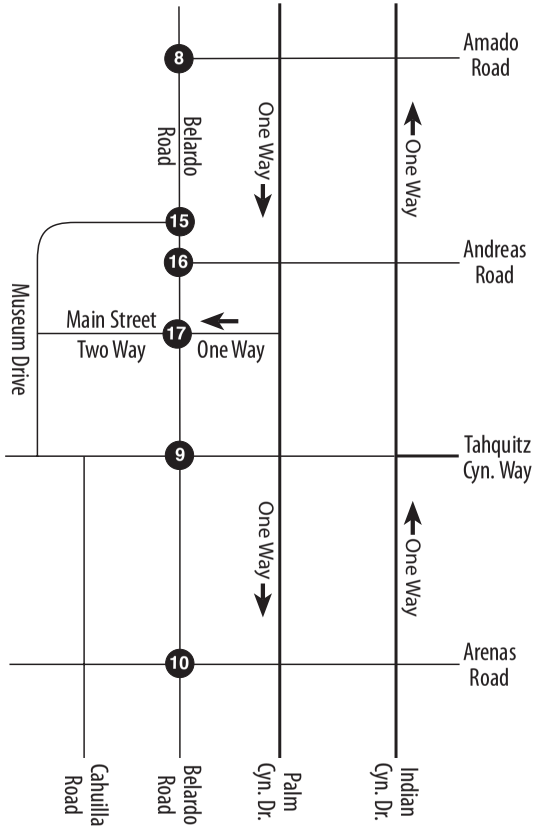
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-16
Existing + Project Buildout Traffic Volumes During Villagefest With and Without the Downtown Palm Springs Park





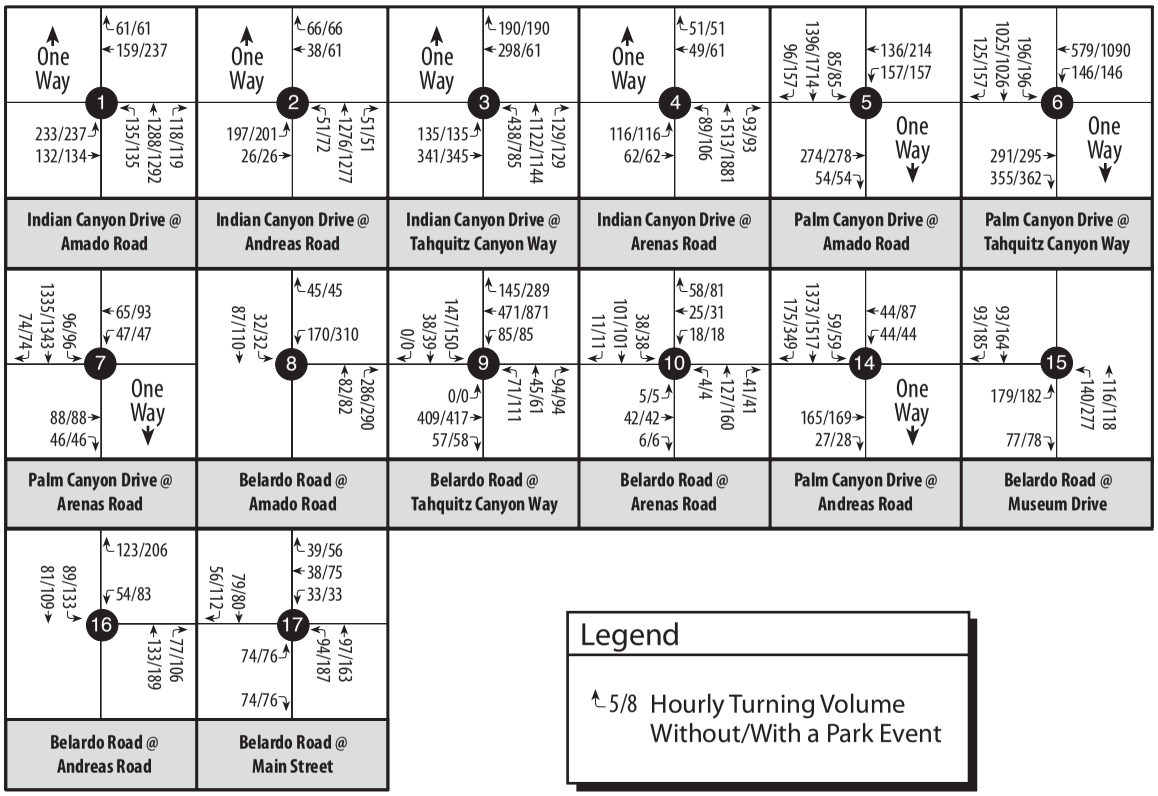
Legend

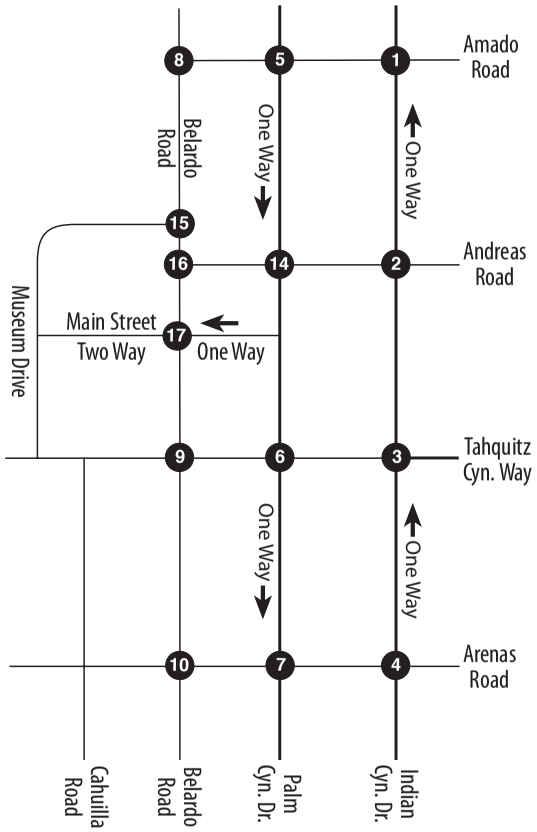
5/8 Hourly Turning Volume Without/With a Park Event

Endo Engineering

Schematic

Figure 4-17
Existing + Project Buildout Saturday Traffic Volumes With and Without the Downtown Palm Springs Park





Endo Engineering

Schematic

weekday trip generation. Although the multi-family attached residential weekday trip generation forecast in Table 4-3 was developed from the ITE regression equations, the weighted average trip generation rates were utilized for the Saturday trip generation in Table 4-4, based on the limited number of trip generation studies for Saturdays and the small number of dwelling units being evaluated.

Table 4-3
Cumulative Project Weekday Trip-Generation Forecast[a]

Development Scenario [ITE Land Use Code]	Land Use[b] Quantity	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total	Evening Peak Hour In	Evening Peak Hour Out	Evening Peak Hour Total	Daily 2-Way
750 Lofts	From TIA	17	12	29	34	26	60	760
Agua Caliente Museum	90 TSF	89	57	146	43	104	147	2,060
The Cameron (TTM 33575) [230]	100 DU	10	41	51	40	20	60	640
Specialty Retail [826]	32.58 TSF	132	143	275	92	72	164	1,430
		142	184	326	132	92	224	2,070
Canyon Lofts (TTM 36815) [230]	34 DU	4	17	21	17	8	25	250
Dolce Hotel [310]	200 Rooms	55	47	102	61	59	120	1,420
Residential [210]	50 DU	12	35	47	35	21	56	560
Total		67	82	149	96	80	176	1,980
En Alza (TTM 36878) [210]	50 DU	12	35	47	35	21	56	560
La Serena Villas [310]	6 Rooms	2	1	3	2	2	4	50
Palm Mountain Resort [310]	20 Rooms	6	4	10	6	6	12	160
Palomino [210]	6 DU	4	12	16	5	3	8	80
Rael Development (TTM 34190)								
Existing Development (To Be Removed)								
Specialty Retail [826]	17.49 TSF	97	105	202	49	39	88	790
General Office [San Diego Rates]	2.5 TSF	6	1	7	1	5	6	50
Restaurant [932]	1.62 TSF	11	10	21	10	6	16	210
Subtotal of Trips Removed		114	116	230	60	50	110	1,050
Proposed Future Development								
Specialty Retail [826]	33 TSF	133	144	277	93	73	166	1,450
Hotel [310]	200 Rooms	55	47	102	61	59	120	1,420
Subtotal of Trips Added		188	191	379	154	132	286	2,870
Total Net Increase		74	75	149	94	82	176	1,820
Skye (TTM 36738) [210]	40 DU	10	30	40	29	17	46	450
Sol (TTM 36525) [210]	17 DU	3	10	13	11	6	17	160
Spa Hotel [310]	150 Rooms	43	37	80	46	44	90	970

a. Unadjusted trip generation forecast based upon a direct application of the peak hour of the generator trip-generation rates and regression equations published by the ITE in Trip Generation Manual (9th Edition, 2012). The use of specialty retail (Land Use Code 826) was based upon similar assumptions in the Rael Development Traffic Study. No pass-by trip adjustments were assumed for specialty retail development.

b. From TIA means taken from the traffic impact analysis for the development. TSF=Thousand square feet of building floor area. DU=Dwelling units.

Table 4-3 (Continued)
Cumulative Project Weekday Trip-Generation Forecast[a]

Development Scenario [ITE Land Use Code]	Land Use[b] Quantity	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total	Evening Peak Hour In	Evening Peak Hour Out	Evening Peak Hour Total	Daily 2-Way
The Palm Canyon (TTM 33514)								
Existing Retail [820]	45.936 TSF	133	149	282	180	195	375	4,100
Portion Occupied	50%[c]	67	75	142	90	98	188	2,050
Proposed Retail [820]	39.25 TSF	120	135	255	163	176	339	3,700
Net Retail Increase		53	60	113	73	78	151	1650
Primary with Pass-by	34%[d]	35	35	70	48	48	96	1090
MFA Residential [230]	125 DU	10	51	61	48	24	72	780
Total Net Increase		45	86	131	96	72	168	1,870
Village Traditions II [210]	31 DU	6	17	23	20	11	31	300
Vivante (TPM 35989)	From TIA	102	86	188	105	94	199	1,810
Total Cumulative Trip Generation		626	745	1,371	771	668	1,439	15,350

a. Unadjusted trip generation forecast based upon a direct application of the peak hour of the generator trip generation rates and regression equations published by the ITE Trip Generation (Ninth Edition).
b. From TIA means taken from the traffic impact analysis for the development. TSF=Thousand square feet of building floor area. DU=Dwelling units.
c. The assumption that "The Palm Canyon" site is 50 percent occupied is based upon a drive-by review of the site.
d. Pass-by trips are those involving motorists passing the site who opt to make an intermediate stop to visit the retail development on-site on their way to another destination. Since the inbound and the outbound volume of pass-by trips must equal (i.e. any pass-by trip that enters the site must depart) the smaller of the two volumes constrains the pass-by trip percentage.

The typical weekday traffic of each of the sixteen cumulative developments was assigned to the streets and intersections in the study area and then added together to identify the year 2017 and year 2030 cumulative peak hour turning movement and daily traffic projections shown in Figure 4-18 and Figure 4-19. Where possible, the cumulative traffic volumes of each project were assigned through the study area based upon the cumulative traffic distribution and assignment information in the available traffic studies for the developments. In those instances where no traffic study was available, the location of future trip destinations and origins was considered in conjunction with the turning percentages of entering traffic at the key intersections in the vicinity of each cumulative development, to determine the future cumulative trip distribution and traffic assignment.

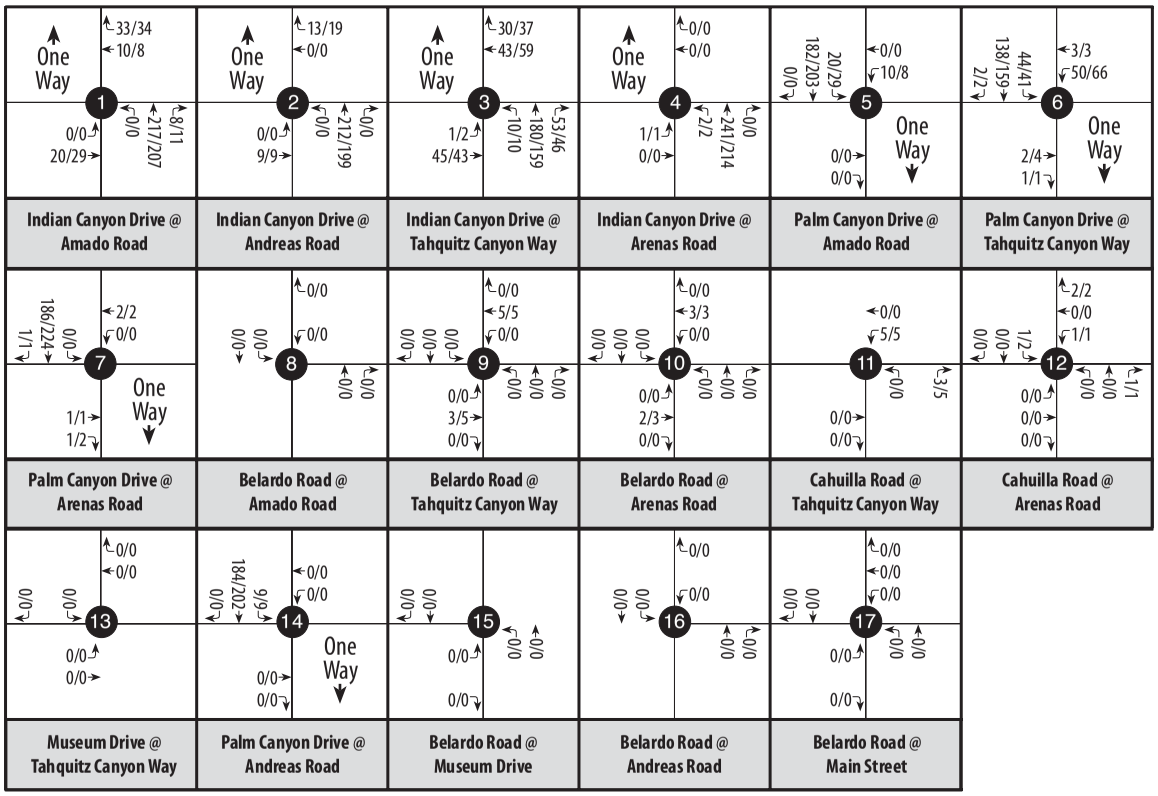
The closure of Palm Canyon Drive on Thursdays for Villagefest would cause a portion of the cumulative traffic to divert to Belardo Road. These diverted cumulative traffic volumes were included in the opening year 2017 and year 2030 traffic projections for the key intersections along Belardo Road during Villagefest without site traffic (refer to Figure 4-24 and Figure 4-31 after page 4-16).

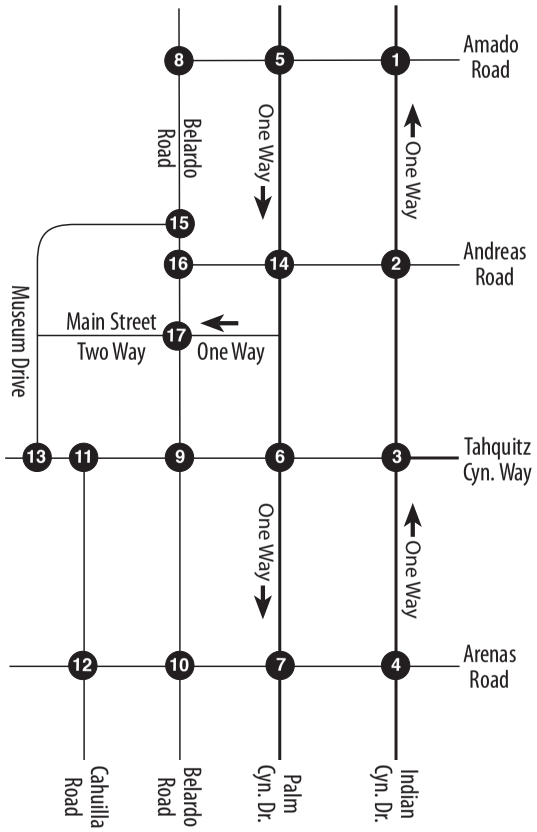
Figure 4-20 depicts the future cumulative midday peak hour turning volumes at the key intersections evaluated on Saturdays. Figure 4-21 shows the future daily cumulative traffic projections throughout the study area on Saturdays.

4D. Future Total Traffic Projections

Figure 4-22 shows the typical weekday traffic projections for the roadways within the study area upon buildout of the *Palm Springs General Plan*. These projections were developed in conjunction with the 2007 update of the *Palm Springs General Plan* and include the site traffic that would utilize the roadways within the study area.

Figure 4-18
Cumulative Weekday Peak Hour Traffic Volumes





Legend

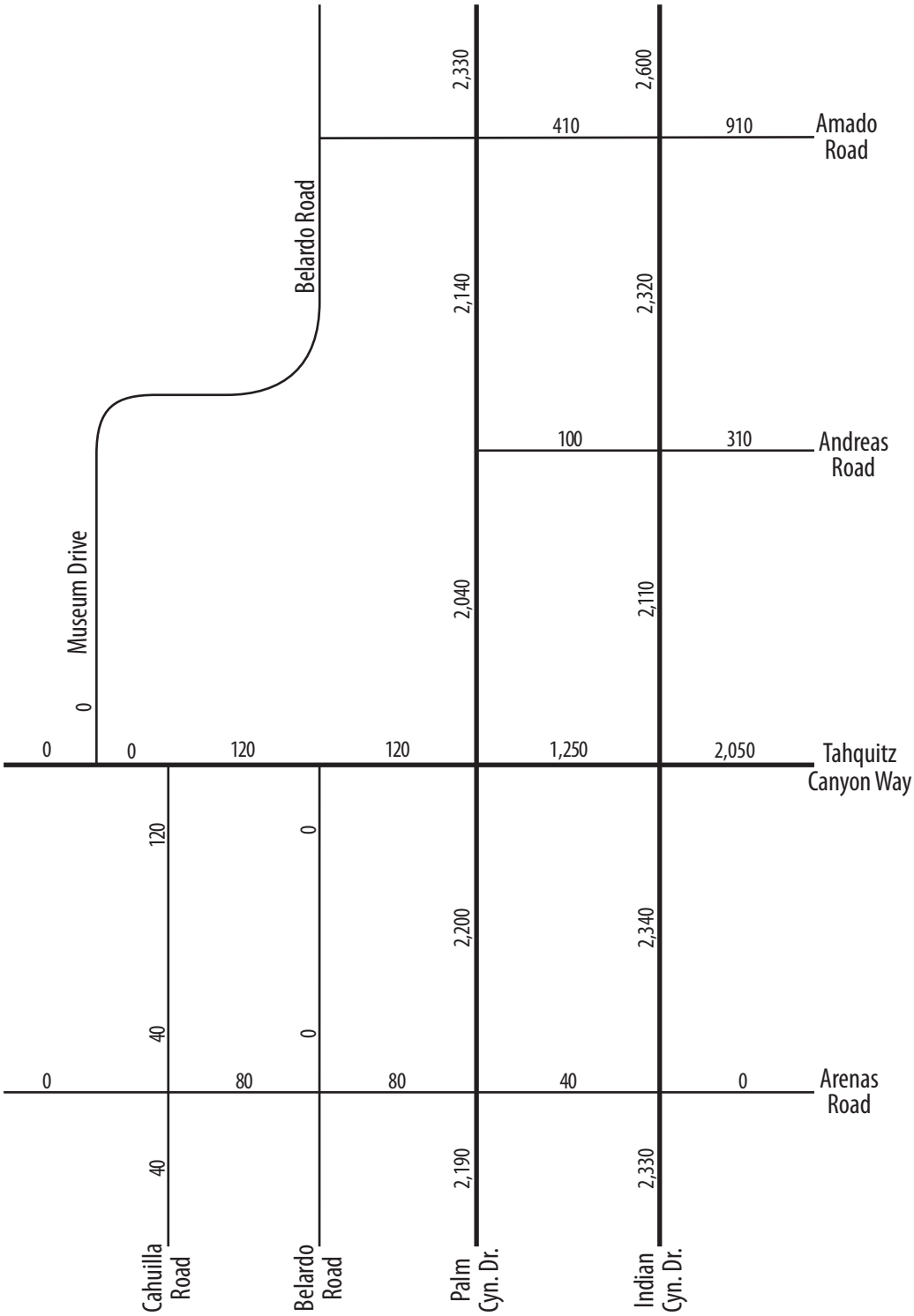
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-19

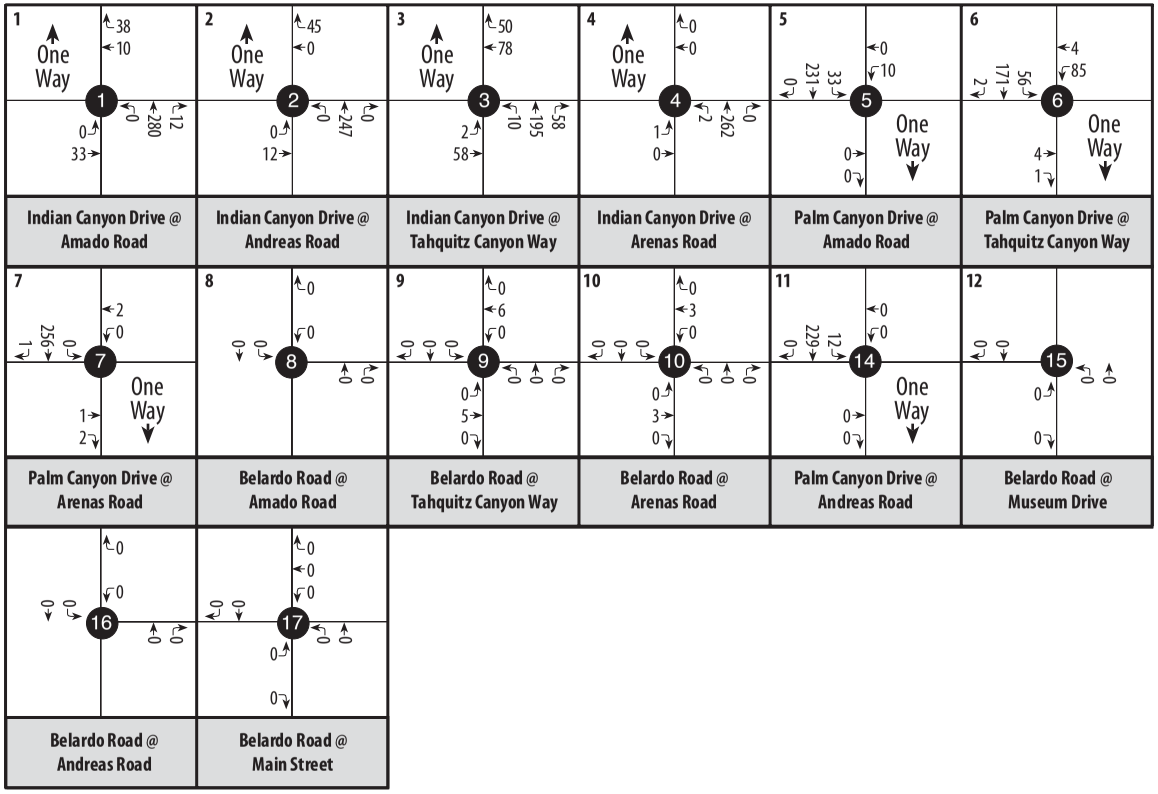
Year 2030 Cumulative Weekday Traffic Projections

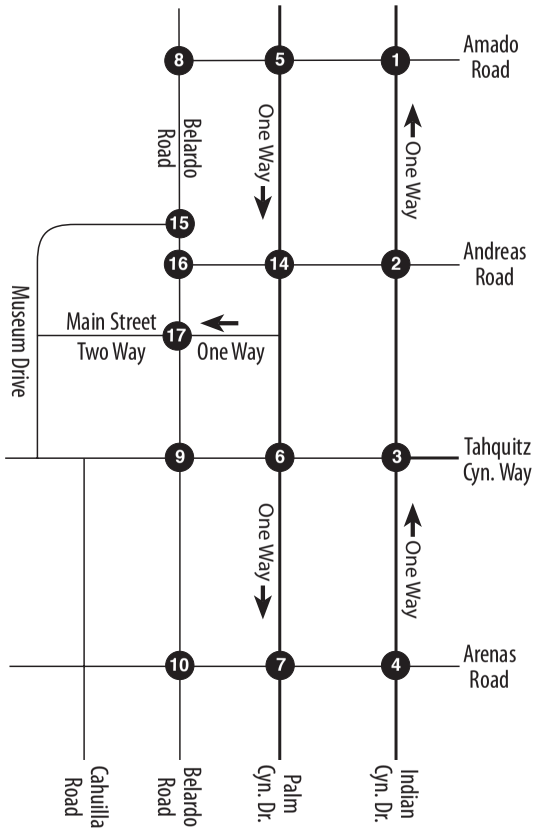


Endo Engineering

Scale: 1" = 350'

Figure 4-20
Cumulative Development Traffic Volumes on Saturdays





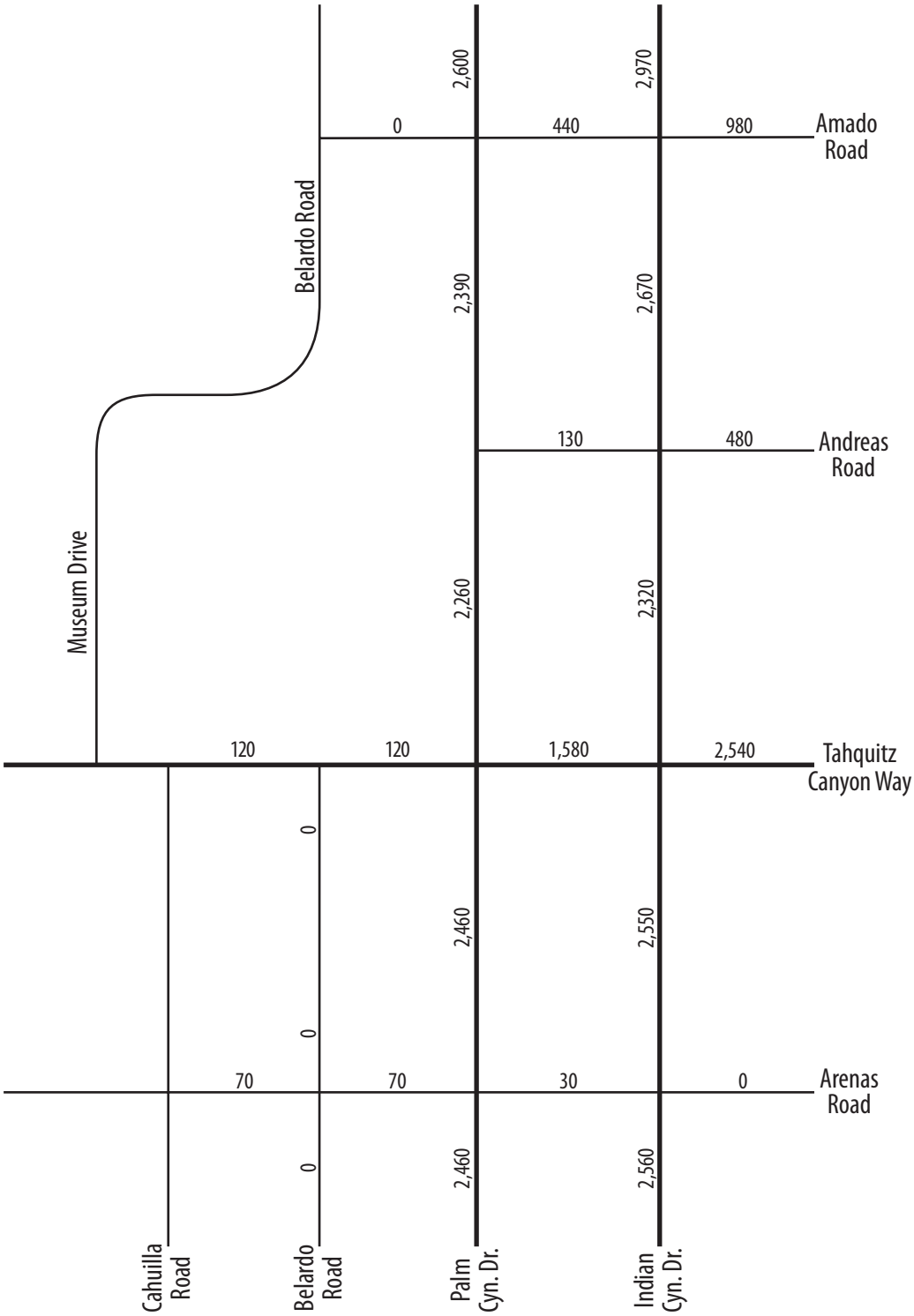
Legend
5 Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-21

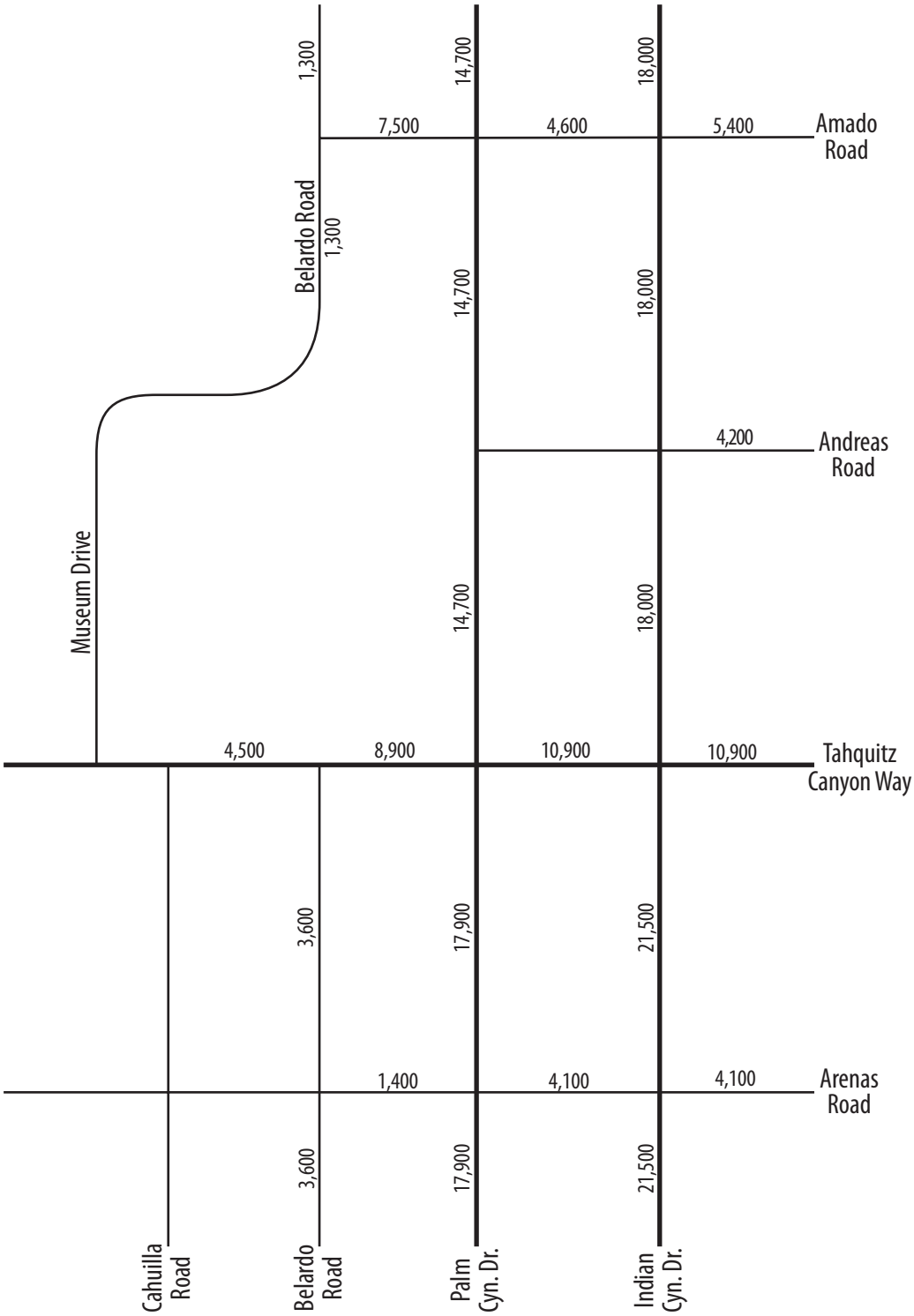
Year 2030 Cumulative Saturday Traffic Projections



Endo Engineering

Scale: 1" = 350'

Figure 4-22
General Plan Build-Out Typical Weekday Traffic Projections



Endo Engineering

Source: "City of Palm Springs General Plan," Oct. 24, 2007.

Scale: 1" = 350'

Table 4-4
Cumulative Project Saturday Trip-Generation Forecast[a]

Development Scenario [ITE Land Use Code]	Land Use[b] Quantity	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total	Daily 2-Way
750 Lofts	From TIA	17	12	29	760
Agua Caliente Museum	90 TSF	89	57	146	2,060
The Cameron (TTM 33575) [230]	100 DU	10	41	51	640
Specialty Retail [826]	32.58 TSF	132	143	275	1,430
		142	184	326	2,070
Canyon Lofts (TTM 36815) [230]	34 DU	4	17	21	250
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Residential [210]	50 DU	12	35	47	560
		67	82	149	1,980
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La Serena Villas [310]	6 Room	2	1	3	50
Palm Mountain Resort [310]	20 Room	6	4	10	160
Palomino [210]	6 DU	4	12	16	80
Rael Development (TTM 34190)					
Existing Development (To Be Removed)					
Specialty Retail [826]	17.49 TSF	97	105	202	790
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Restaurant [932]	1.62 TSF	11	10	21	210
Subtotal of Trips Removed		114	116	230	1,050
Proposed Future Development					
Specialty Retail [826]	33 TSF	133	144	277	1,450
Hotel [310]	200 Room	55	47	102	1,420
Subtotal of Trips Added		188	191	379	2,870
Total Net Increase		74	75	149	1,820
Skye (TTM 36738) [210]	40 DU	10	30	40	450
Sol (TTM 36525) [210]	17 DU	3	10	13	160
Spa Hotel [310]	150 Room	43	37	80	970

a. Unadjusted trip generation forecast based upon a direct application of the peak hour of the generator trip generation rates and regression equations published by the ITE Trip Generation (Ninth Edition). The use of specialty retail (Land Use Code 826) was based upon similar assumptions in the Rael Development Traffic Study. No pass-by trip adjustments were assumed for specialty retail development.

b. TSF=Thousand square feet of building floor area. DU=Dwelling units.

Table 4-4 Continued
Cumulative Project Saturday Trip-Generation Forecast[a]

Development Scenario [ITE Land Use Code]	Land Use[b] Quantity	Midday Peak Hour In	Midday Peak Hour Out	Midday Peak Hour Total	Evening Peak Hour In	Evening Peak Hour Out	Evening Peak Hour Total	Daily 2-Way
The Palm Canyon -TTM 33514								
Existing Retail [820]	45.936 TSF	133	149	282	180	195	375	4,100
Portion Occupied	50%[c]	67	75	142	90	98	188	2,050
Proposed Retail [820]	39.25 TSF	120	135	255	163	176	339	3,700
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Vivante (TPM 35989)	From TIA	102	86	188	105	94	199	1,810
Total Cumulative Trip Generation		626	745	1,371	771	668	1,439	15,350

a. Unadjusted trip generation forecast based upon a direct application of the peak hour of the generator trip generation rates and regression equations published by the ITE Trip Generation (Ninth Edition).
b. TSF=Thousand square feet of building floor area. DU=Dwelling units.
c. The assumption that "The Palm Canyon" site is 50 percent occupied is based upon a drive-by review of the site.
d. Pass-by trips are those involving motorists passing the site who opt to make an intermediate stop to visit the retail development on-site on their way to another destination. Since the inbound and the outbound volume of pass-by trips must equal (i.e. any pass-by trip that enters the site must depart) the smaller of the two volumes constrains the pass-by trip percentage.

Year 2030 peak hour turning movement projections were developed by assuming that the increase in the peak hour volumes between the year 2015 and the year 2030 would mirror the change in the daily volumes. The increase in the peak hour turning volumes was normalized to the growth in the daily traffic volumes to ensure that the future peak hour volumes would more accurately reflect the overall increase in daily traffic volumes.

The existing turning movement volumes at the key intersections were first modified to reflect the future roadway network within the study area then proportionally increased to represent the future year 2030 turning movements. Each existing turning movement volume was multiplied by the ratio of the future year 2030 weekday traffic volume divided by the current weekday traffic volume on both intersection legs associated with that turning movement. All of the cumulative projects shown in Table 2-4 were assumed to be completed by the time the initial phase of the Downtown Palm Springs Project is completed. Consequently, the projected cumulative traffic volumes were added to the year 2017 and the year 2030 peak hour traffic volumes. The future buildout year 2030 traffic projections were identified as the larger of: (1) *Palm Springs 2007 General Plan* buildout traffic projection, or (2) the existing traffic volumes (including a ten percent increase for future growth)+cumulative traffic volumes+site traffic volumes.

The methodology utilized to develop the future Saturday traffic volumes was similar to that used to develop the future weekday traffic projections. The future year 2030 weekday buildout traffic projections in the *Palm Springs 2007 General Plan* for the study area were expanded by 15 percent to reflect Saturday traffic conditions. This expansion factor was identified by comparing the Saturday and weekday volumes from the new 24-hour counts made on Indian Canyon Drive, south of Andreas Road. The Palm Canyon Drive counts were not considered because the construction activity along Palm Canyon Drive may have influenced the traffic volumes during the weekday and Saturday 24-hour traffic counts.

Year 2017 Ambient Peak Hour Traffic Projections

Figure 4-23 shows the midday and evening peak hour turning volume projections at the key intersections on weekdays in the future year 2017 without site traffic. These projections include the existing volumes in the peak season plus the cumulative traffic volumes associated with sixteen local projects plus the projected regional and area-wide traffic growth anticipated as the *Palm Springs 2007 General Plan* is implemented.

Figure 4-24 provides the future year 2017 turning volume projections without site traffic during the highest volume hour associated with Villagefest. Figure 4-25 shows the midday peak hour traffic projections at the key intersections on Saturdays in the year 2017, prior to the addition of site-generated traffic.

Year 2017 Total Peak Hour Traffic Projections

Figure 4-26 provides the opening year 2017 weekday traffic projections at the key intersections, following the addition of the site traffic generated by the initial phase of the Downtown Palm Springs Project. These projections do not include the traffic associated with a design day event at the Downtown Palm Springs Park. Figure 4-27 shows the year 2017 weekday traffic projections at the key intersections following the addition of the traffic generated by a design day event at the Downtown Palm Springs Park.

Figure 4-28 shows the traffic projections for the opening year 2017 during Villagefest with and without a design day event at the Downtown Palm Springs Park. These volumes reflect future conditions during the hour between 7:30 and 8:30 PM on Thursdays. The volumes shown include the traffic generated by the initial phase of the Downtown Palm Springs Project, cumulative traffic, and area-wide traffic growth.

Figure 4-29 provides the midday peak hour traffic projections for Saturdays in the opening year 2017 with and without a design day event at the Downtown Palm Springs Park. These volumes reflect future conditions during the hour between 7:30 and 8:30 PM on Thursdays. The volumes shown include the traffic generated by the initial phase of the Downtown Palm Springs Project, cumulative traffic, and area-wide traffic growth.

Year 2030 Ambient Peak Hour Traffic Projections

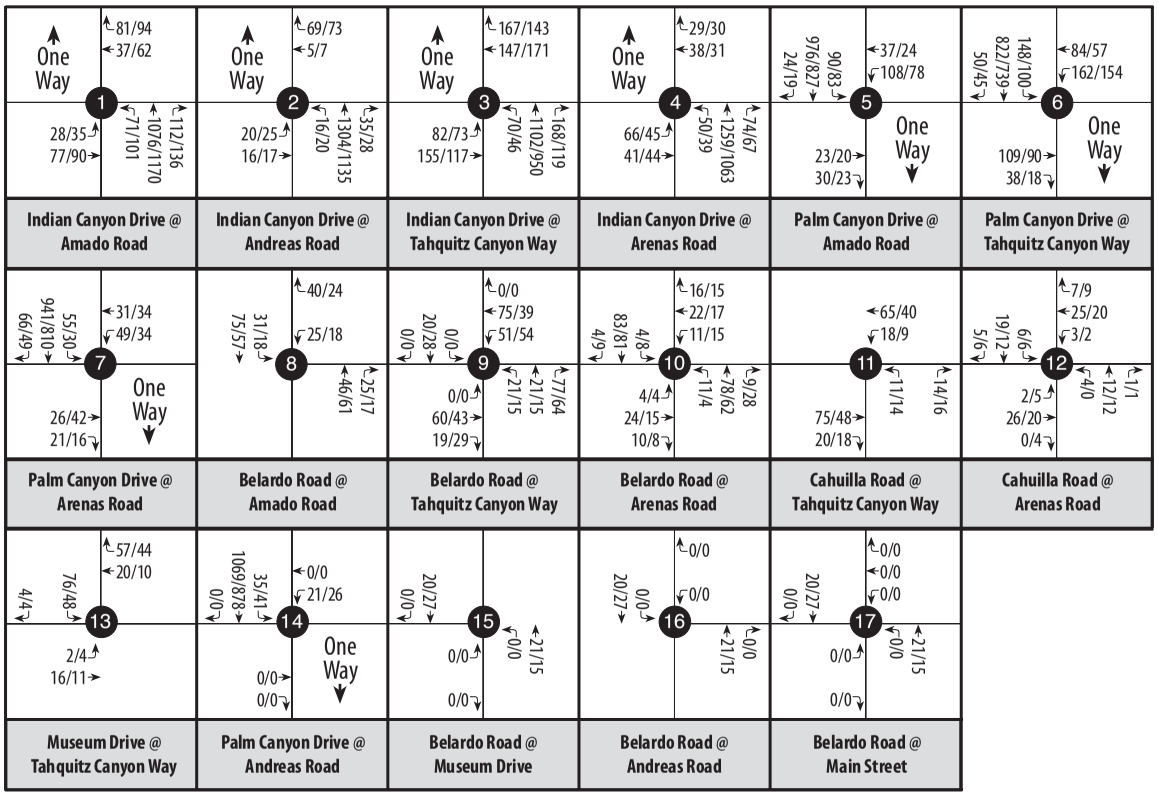
Figure 4-30 shows the weekday traffic projections for the midday and evening peak hour in the future year 2030, prior to the addition of site-generated traffic. Figure 4-31 provides the year 2030 traffic projections without site traffic for the key intersections along Belardo Road during the hour between 7:30 PM and 8:30 PM with Villagefest. Figure 4-32 shows the year 2030 midday peak hour traffic projections at the key intersections on Saturdays, prior to the addition of site traffic volumes.

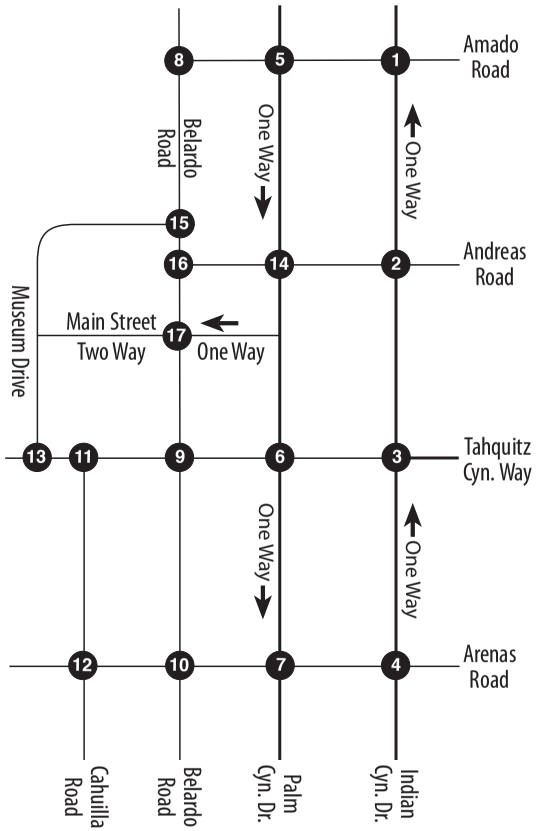
Year 2030 Total Peak Hour Traffic Projections

Figure 4-33 shows the future year 2030 weekday peak hour turning volume projections at the key intersections including the traffic generated by the completion of the Downtown Palm Springs Project. These traffic projections do not include the traffic associated with a design day event at the Downtown Palm Springs Park. The year 2030 weekday (two-way) traffic projections for the roadways throughout the study area with the traffic generated by the completion of the Downtown Palm Springs Project are shown in Figure 4-34. The traffic projections shown in Figure 4-34 do not reflect conditions with a design day event at the Downtown Palm Springs Park.

Figure 4-35 shows the future year 2030 weekday peak hour turning volume projections at the key intersections including the traffic generated by the completion of the Downtown Palm Springs Project and the traffic associated with a design day event at the Downtown Palm Springs Park. Figure 4-36 shows the future year 2030 hourly turning volume projections for the key intersections along Belardo Road Villagefest upon buildout of the Downtown Palm Springs Project with and without the traffic associated with a design day event at the Downtown Palm Springs Park. These traffic projections reflect the period between 7:30 PM and 8:30 PM.

Figure 4-23
Future Year 2017 Weekday Traffic Volumes Without Site Traffic





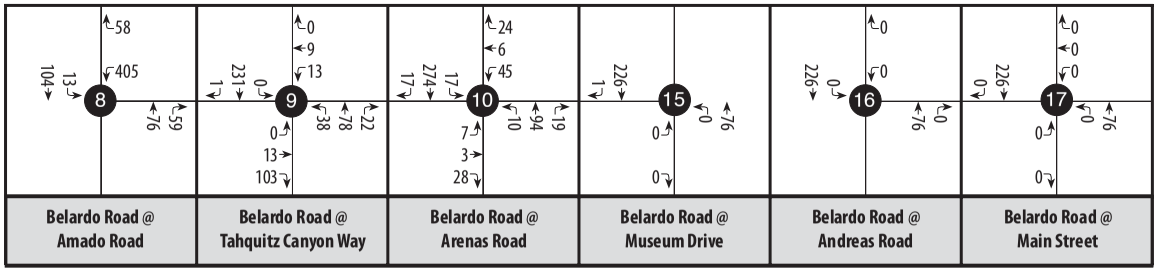
Legend

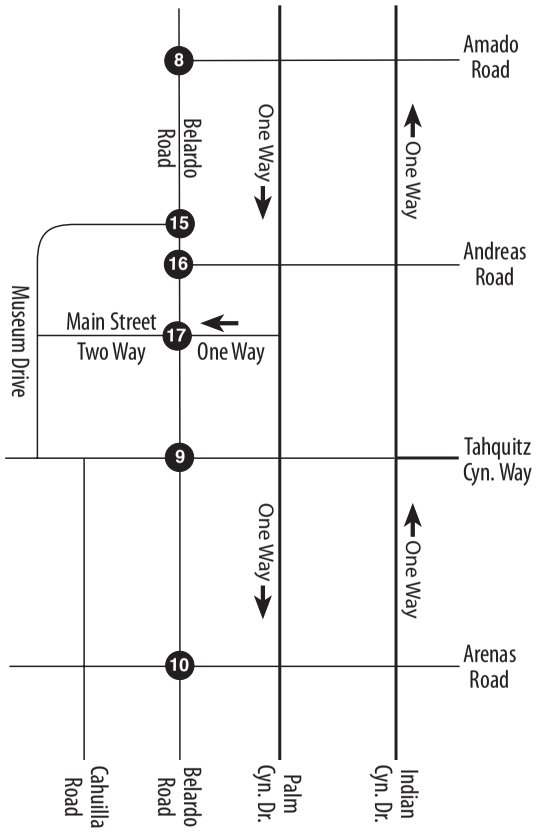
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-24
Opening Year 2017 Traffic Volumes During Villagefest
Without Site Traffic





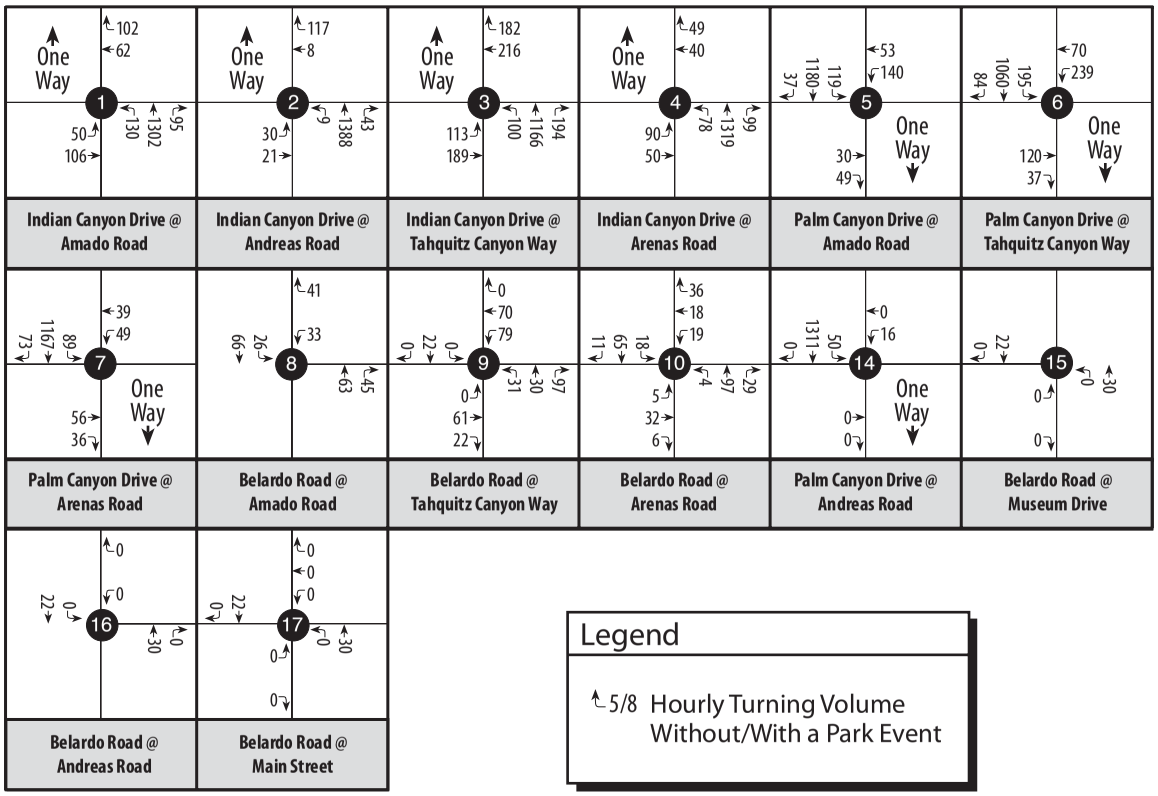
Legend

5 Highest Hour Turning Volume

Endo Engineering

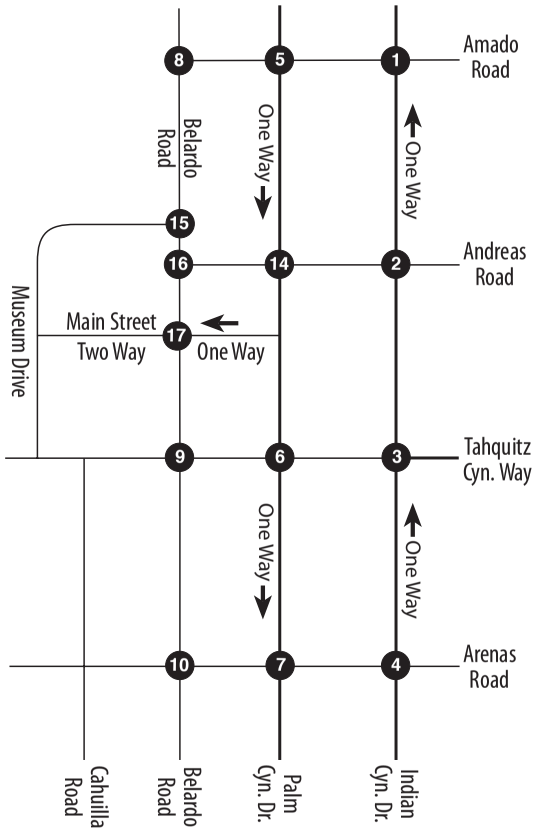
Schematic

Figure 4-25
Opening Year 2017 Saturday Traffic Volumes Without Site Traffic



Legend

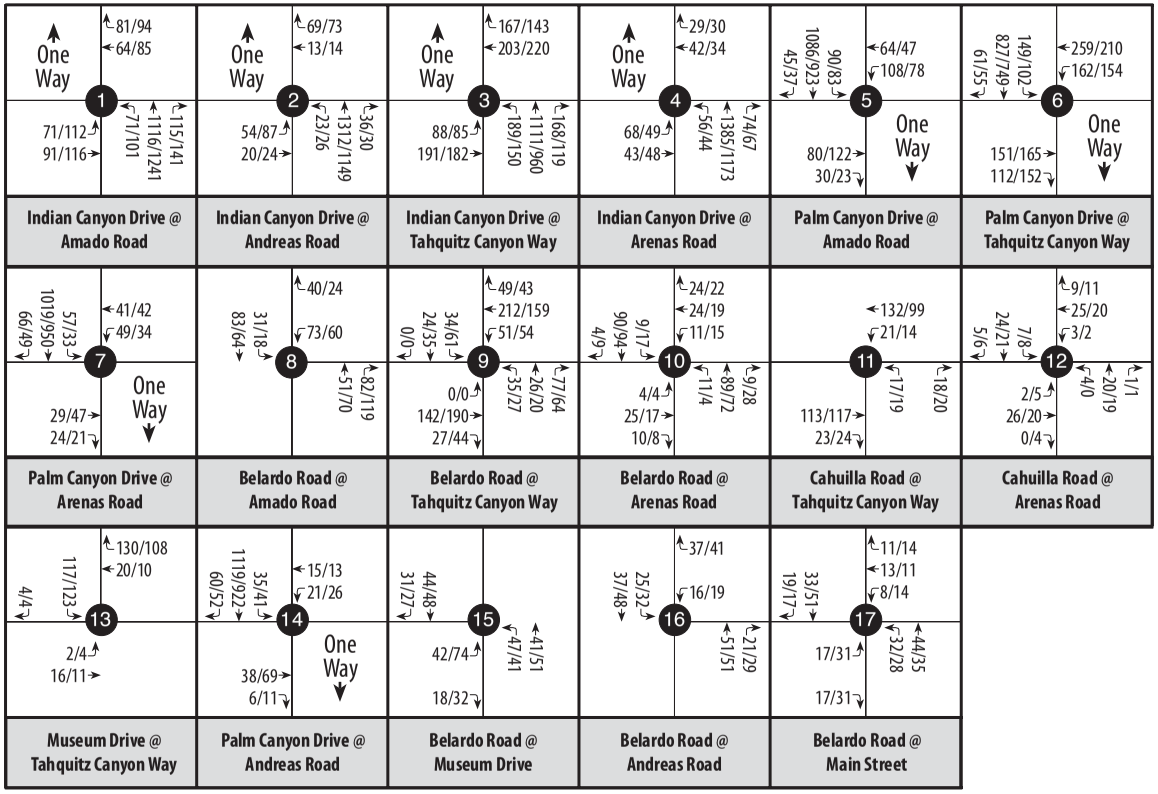
5/8 Hourly Turning Volume Without/With a Park Event

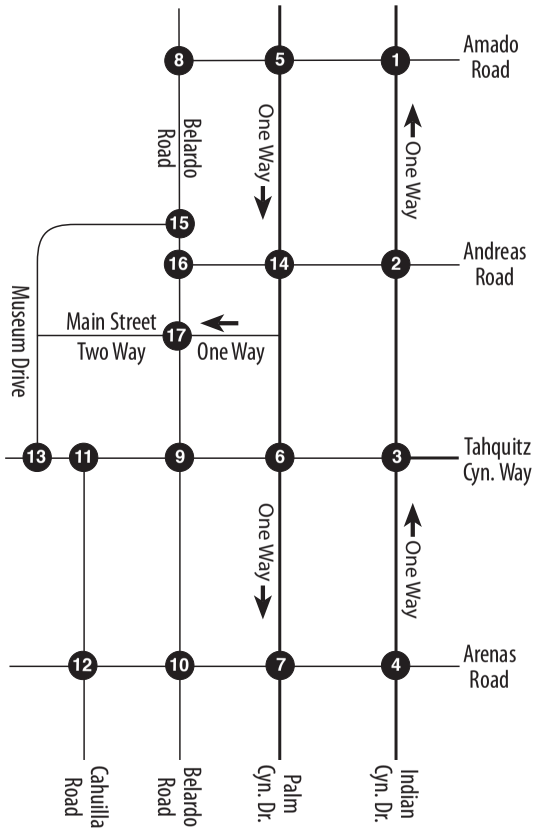


Endo Engineering

Schematic

Figure 4-26
Opening Year 2017 + Phase 1 Weekday Traffic Volumes
Without the Downtown Palm Springs Park





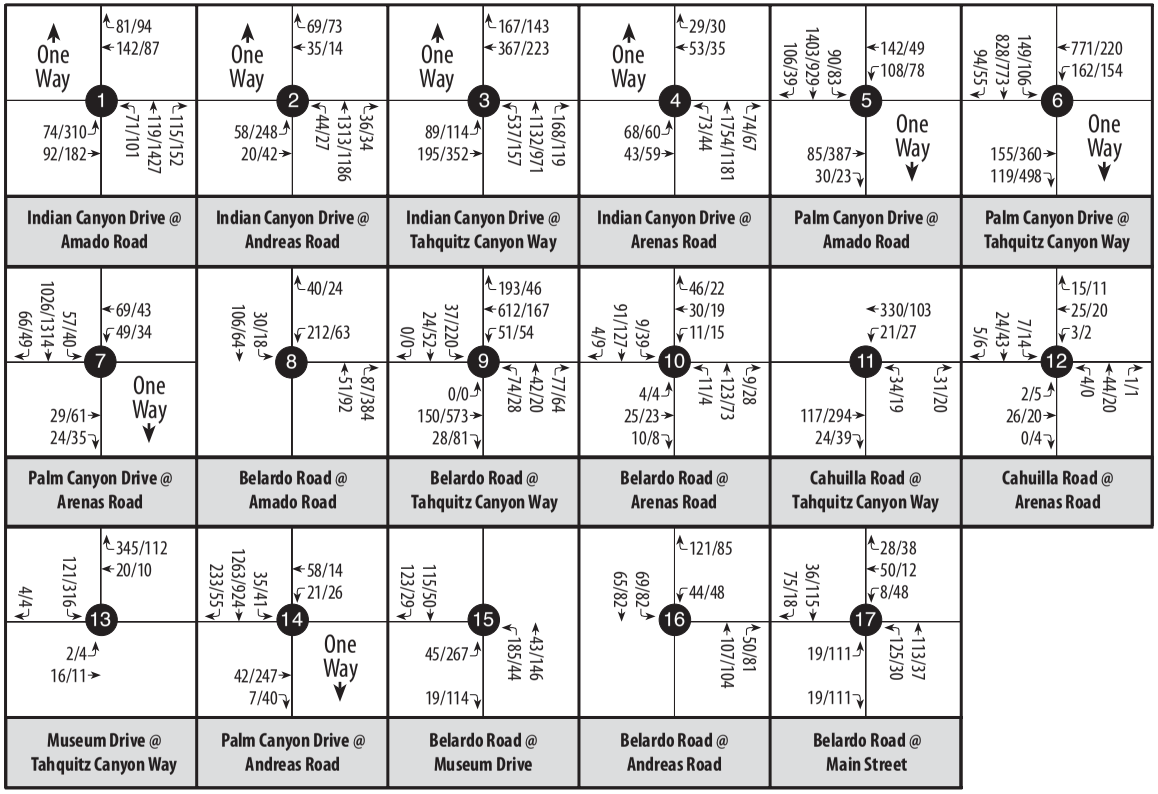
Legend

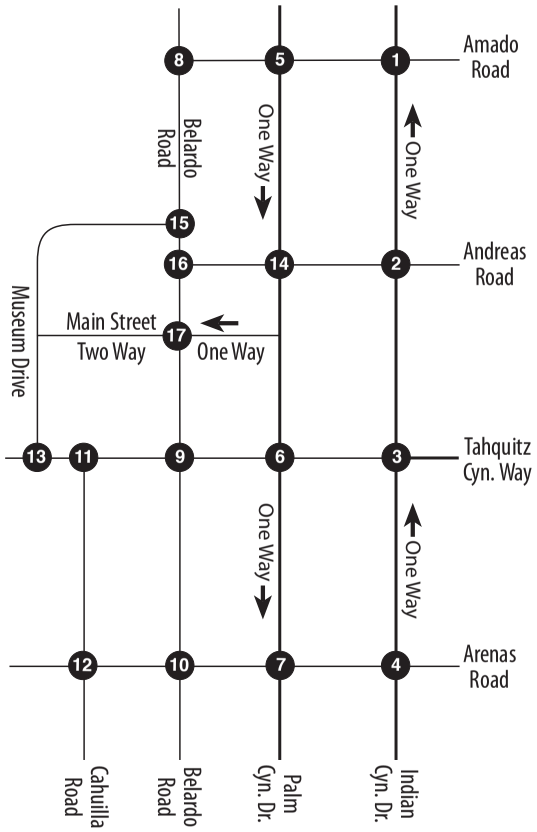
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-27
Opening Year 2017 + Phase 1 Weekday Traffic Volumes With the Downtown Palm Springs Park





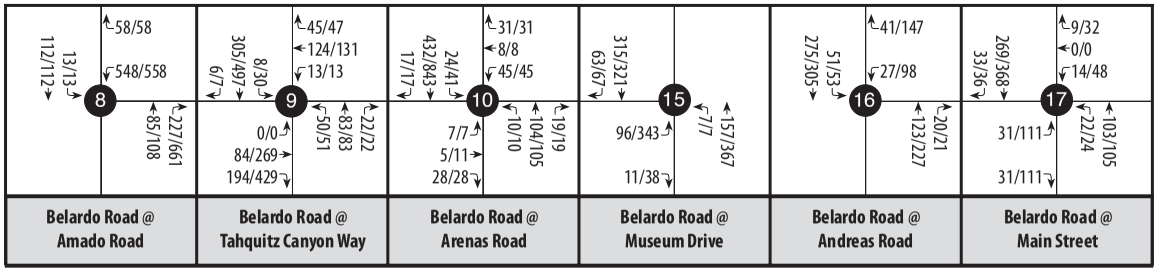
Legend

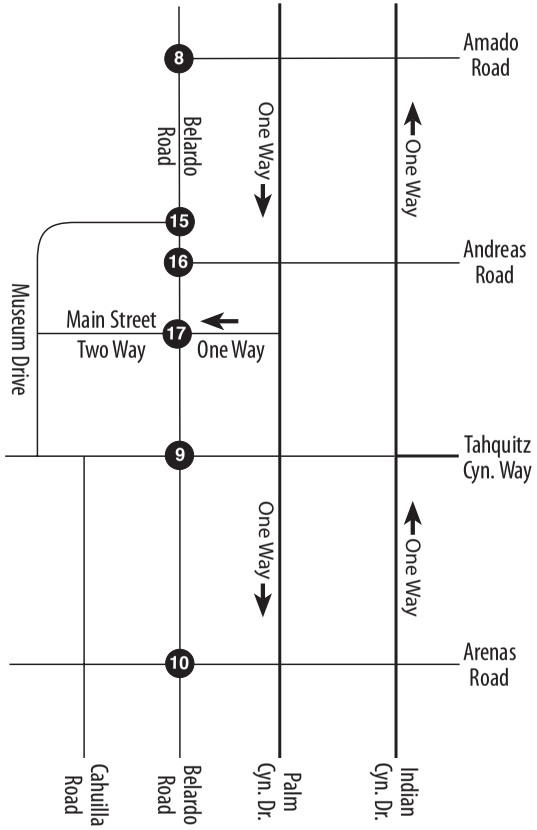
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-28
Opening Year 2017 Traffic Volumes During Villagefest With and Without the Downtown Palm Springs Park





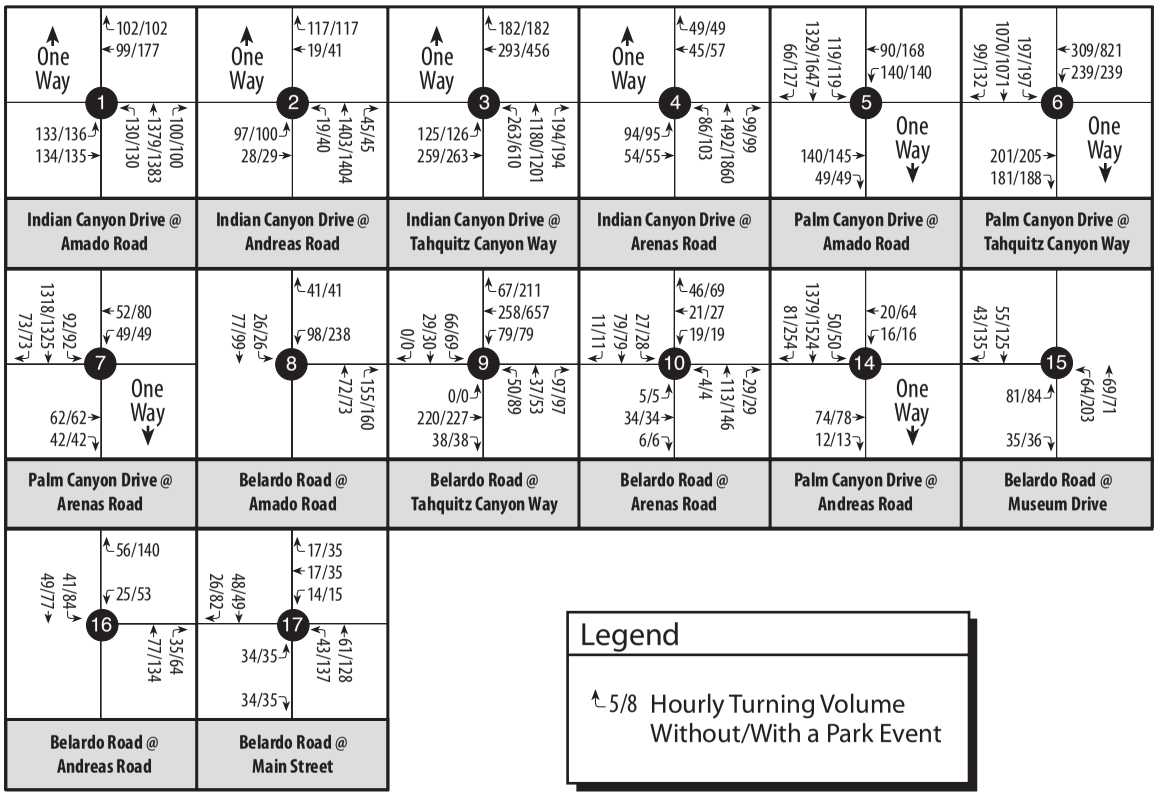
Legend

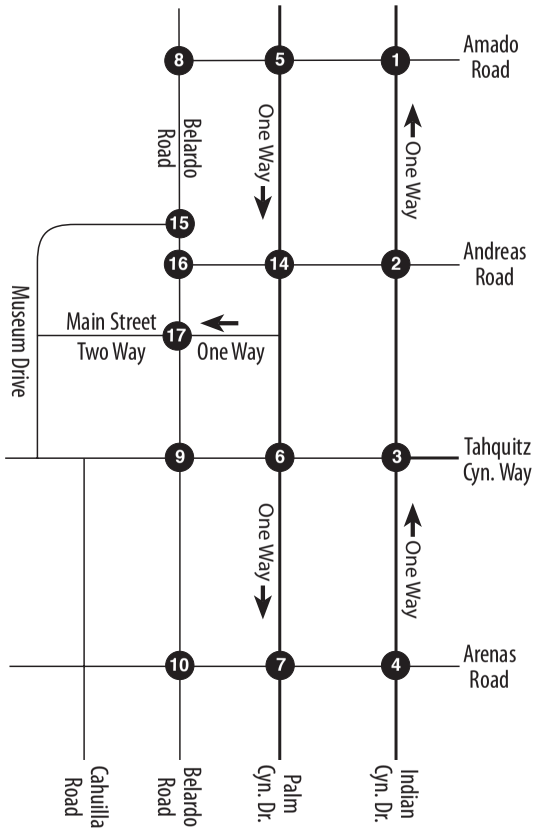
5/8 Hourly Turning Volume Without/With a Park Event

Endo Engineering

Schematic

Figure 4-29
Opening Year 2017 + Phase 1 Saturday Traffic Volumes With and Without the Downtown Palm Springs Park

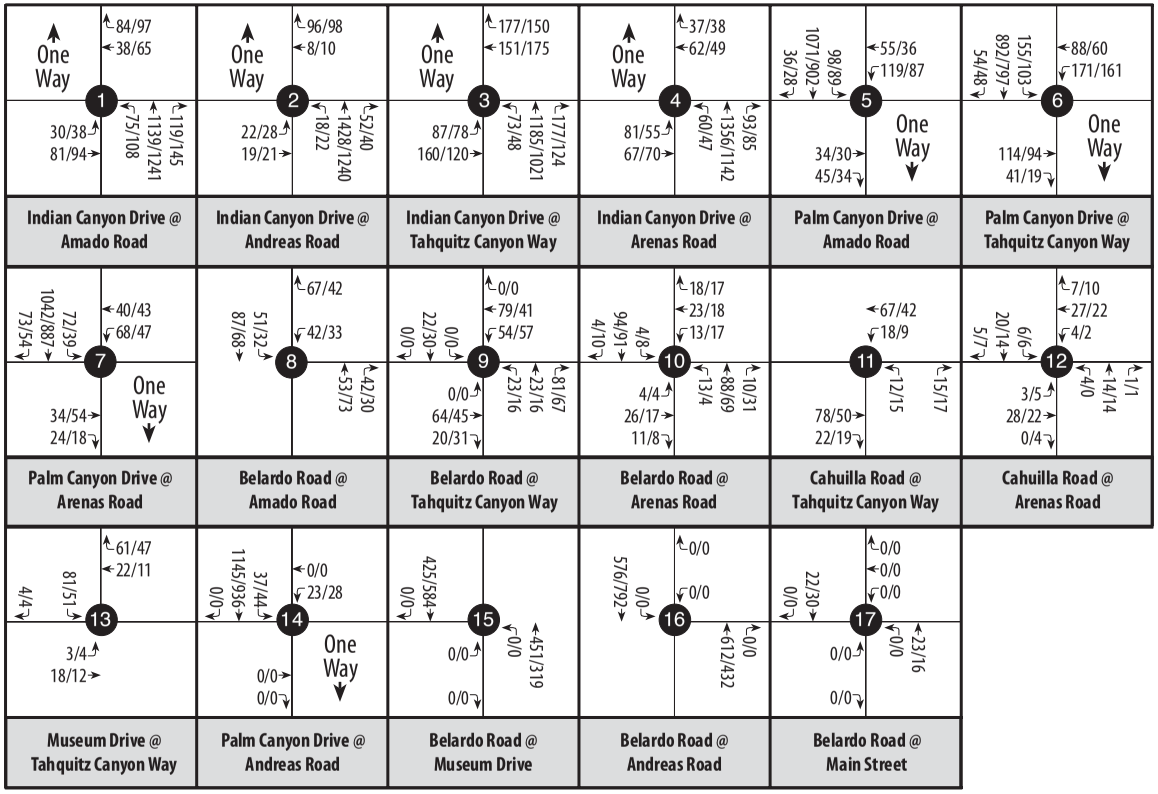


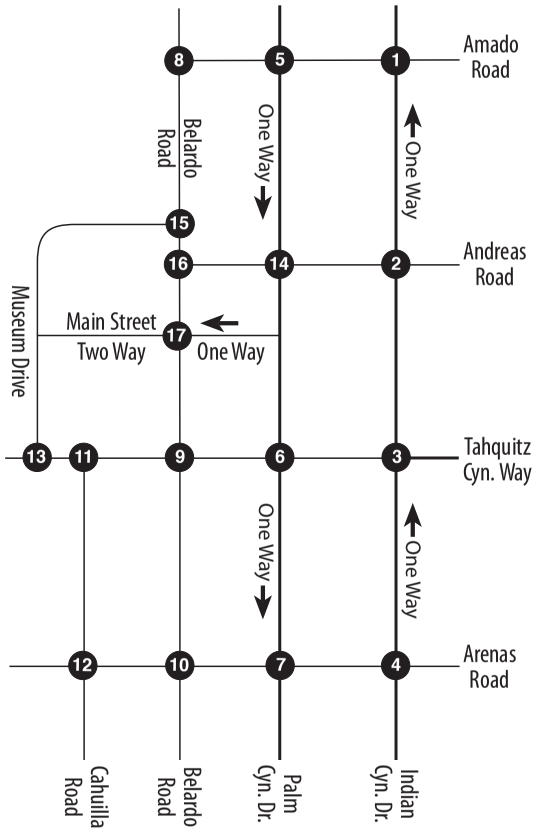


Endo Engineering

Schematic

Figure 4-30
Year 2030 Weekday Traffic Volumes
Without Site Traffic





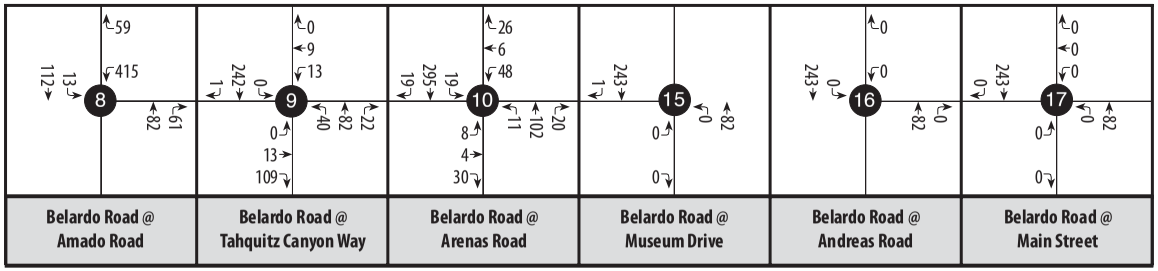
Legend

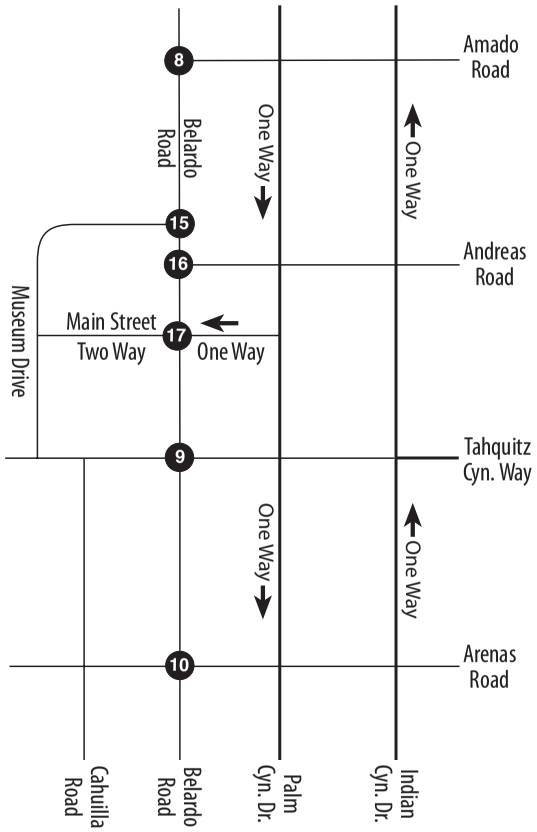
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-31
Year 2030 Traffic Volumes During Villagefest
Without Site Traffic





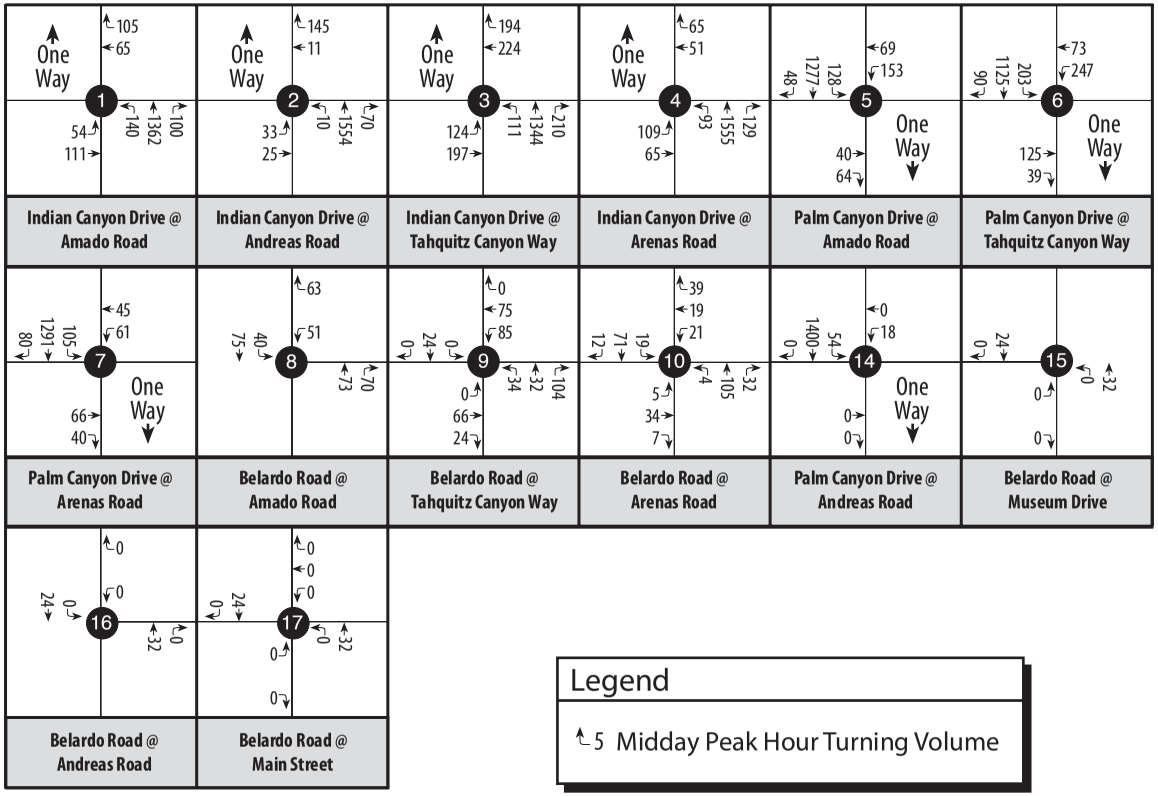
Legend

5 Highest Hour Turning Volume

Endo Engineering

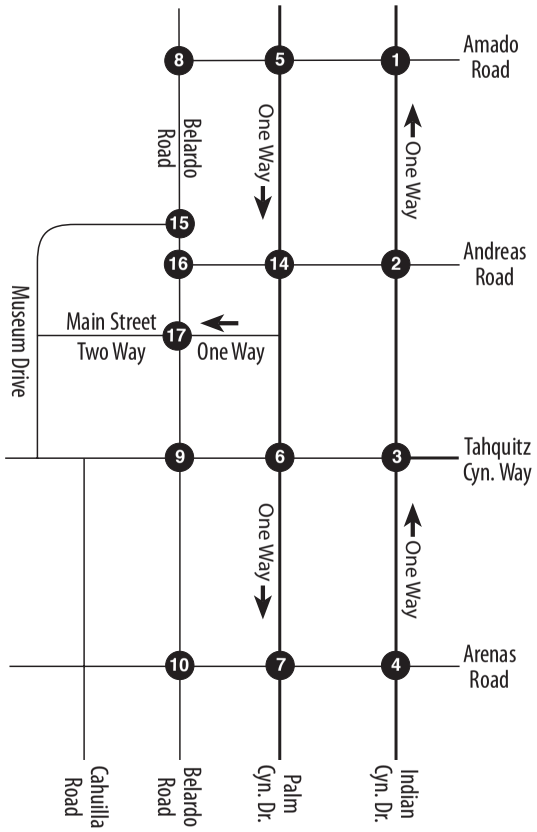
Schematic

Figure 4-32
Year 2030 Saturday Traffic Volumes
Without Site Traffic



Legend

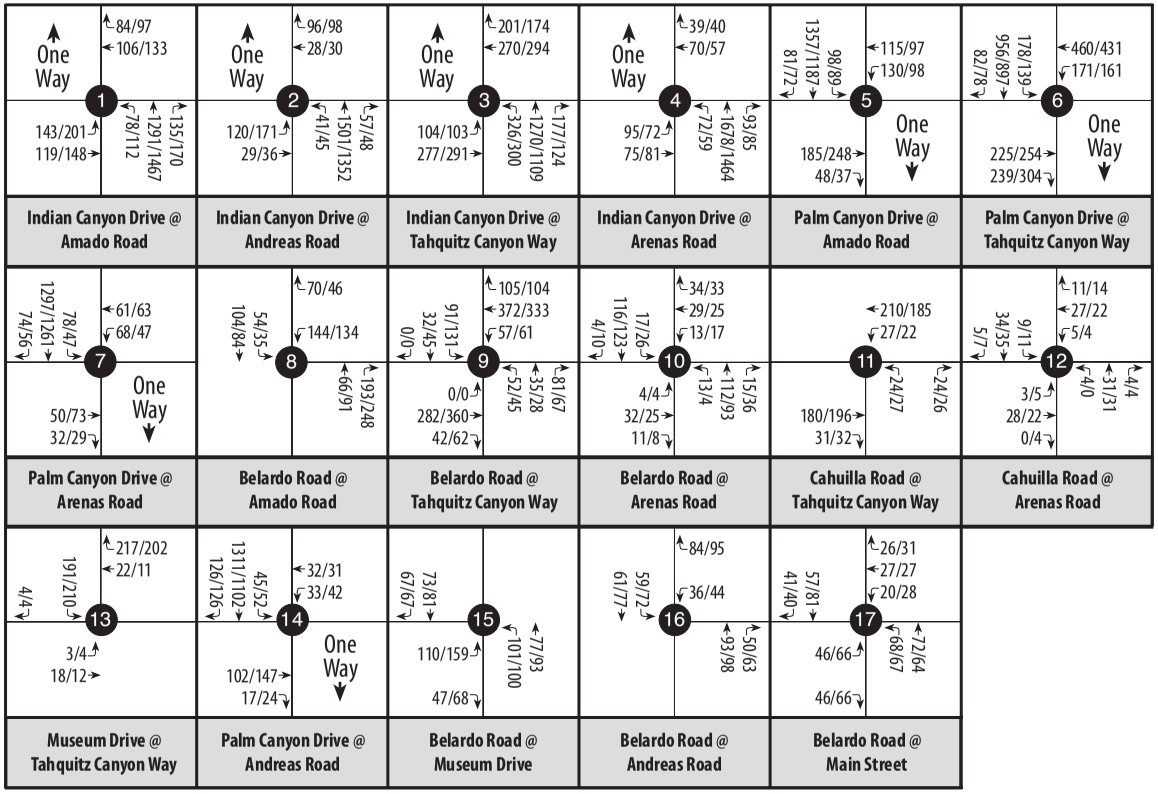
5 Midday Peak Hour Turning Volume

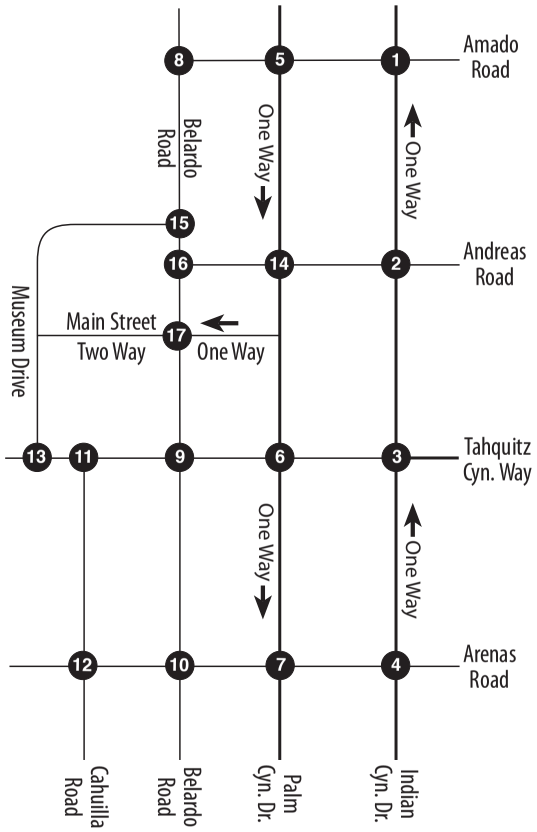


Endo Engineering

Schematic

Figure 4-33
Year 2030 + Project Buildout Weekday Peak Hour Traffic Volumes Without a Downtown Palm Springs Park Event





Legend

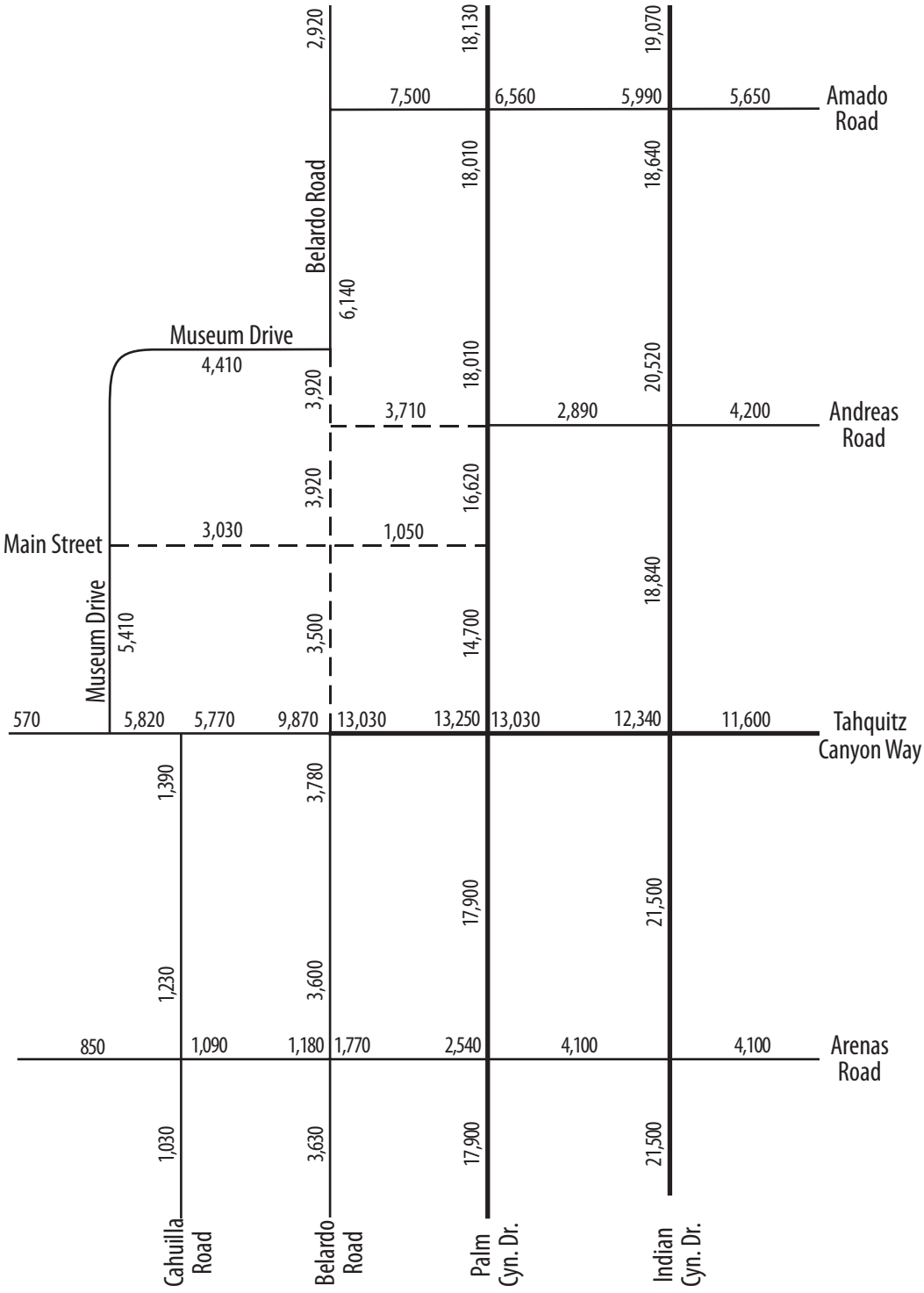
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-34

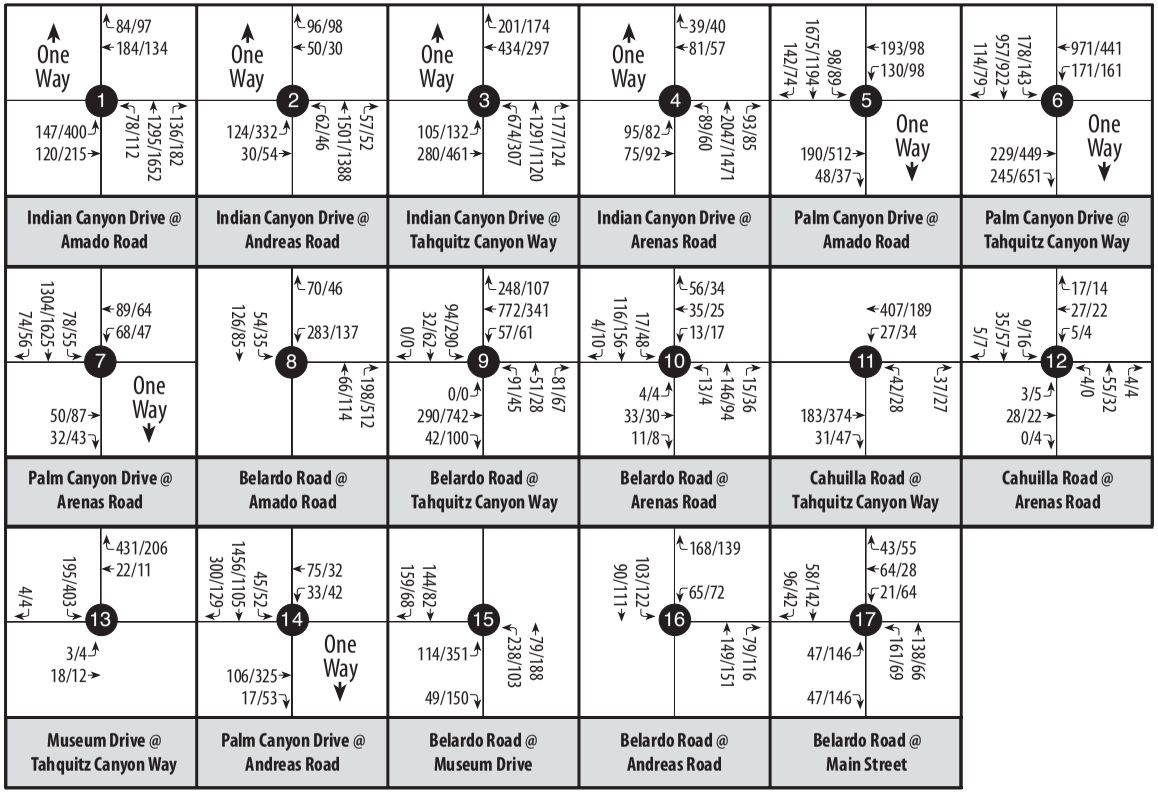
Year 2030 Weekday Traffic Projections Upon Project Completion
Without an Event at the Downtown Palm Springs Park

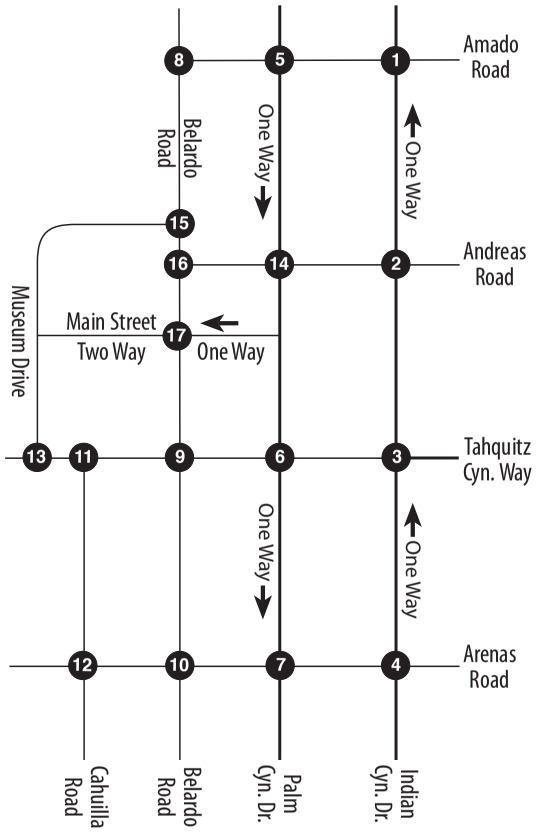


Endo Engineering

Scale: 1" = 350'

Figure 4-35
Year 2030 + Project Buildout Weekday Peak Hour Traffic Volumes With a Downtown Palm Springs Park Event





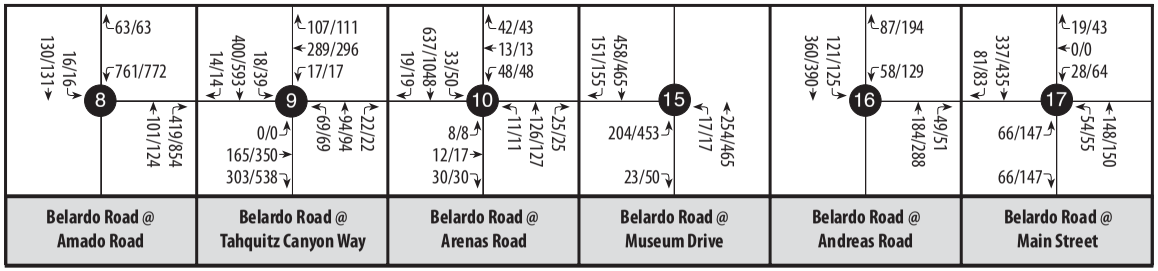
Legend

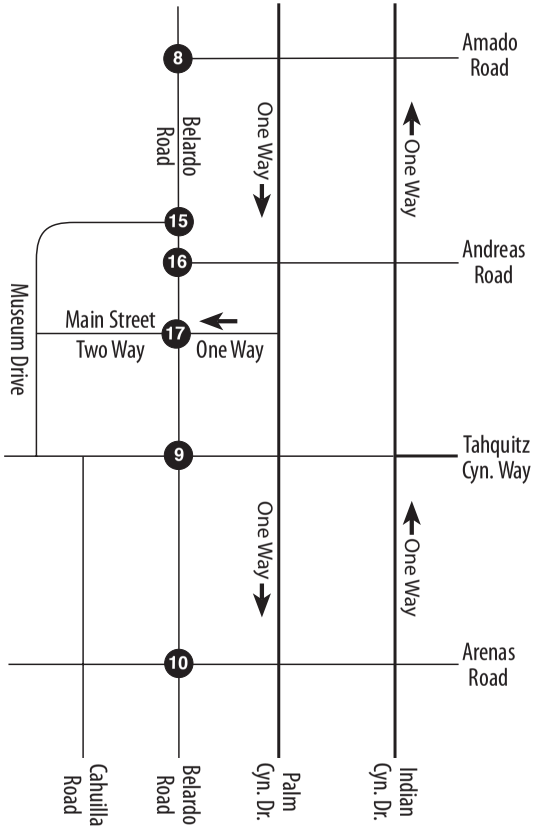
5/8 Midday/Evening Peak Hour Turning Volume

Endo Engineering

Schematic

Figure 4-36
Year 2030 + Project Buildout Traffic Volumes During Villagefest With and Without the Downtown Palm Springs Park)





Legend

5/8 Hourly Turning Volume Without/With a Park Event

Endo Engineering

Schematic

Figure 4-37 shows the year 2030 midday peak hour traffic projections at the key intersections on Saturdays upon buildout of the Downtown Palm Springs Project. Projections are included for conditions with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

4E. Projected Level of Service Analysis

The peak hour delay and level of service were evaluated for the key intersections with numerous development scenarios to identify potential deficiencies. With that information, the mitigation measures included in the *Museum Market Plaza Specific Plan Final EIR* can be reviewed to determine if they will be sufficient to maintain adequate levels of service per the City of Palm Springs General Plan policy. If not, additional measures in the form of on-site and/or off-site improvements can be identified to accommodate the site access and circulation needs.

In view of the number of site development scenarios and various peak hours evaluated, the level of service analysis was divided into two main categories as either an existing+project or future scenario. Each of these categories was divided into three sub-categories (weekdays, Villagefest, and Saturdays) and then addressed in chronological order. Since different key intersections were evaluated for weekdays, Villagefest, and Saturdays, this organization facilitates comparisons between sequential development phases that add traffic to the intersections.

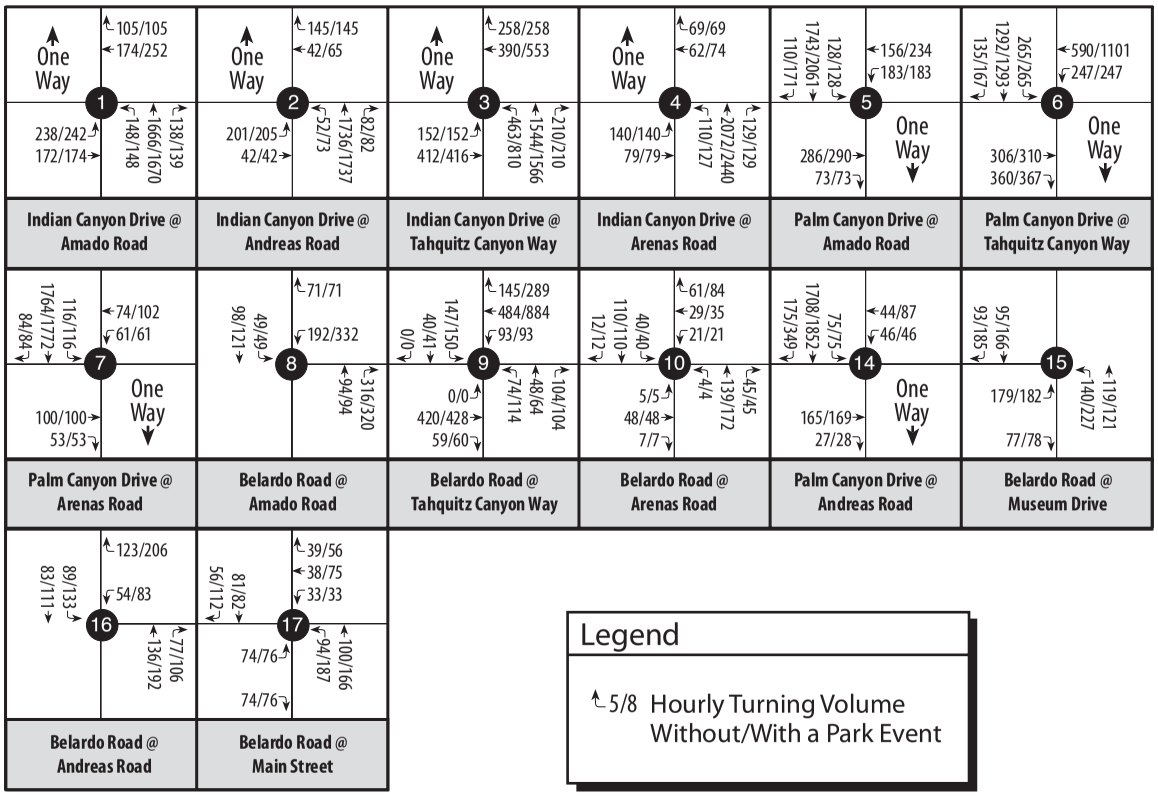
Some types of mitigation, such as the installation of new traffic control signals, are only appropriate for deficiencies anticipated on "average" days. These types of mitigation can be identified based on the weekday LOS analysis. As an example, the installation of traffic control signals would affect traffic operations and traffic safety 365 days per year would not be an appropriate form of mitigation for a special event that is expected to generate peak travel demands during only a few hours per year. Traffic management plans can be developed based on site-specific conditions and implemented on a temporary basis to mitigate peak travel demands associated with special events on an individualized basis.

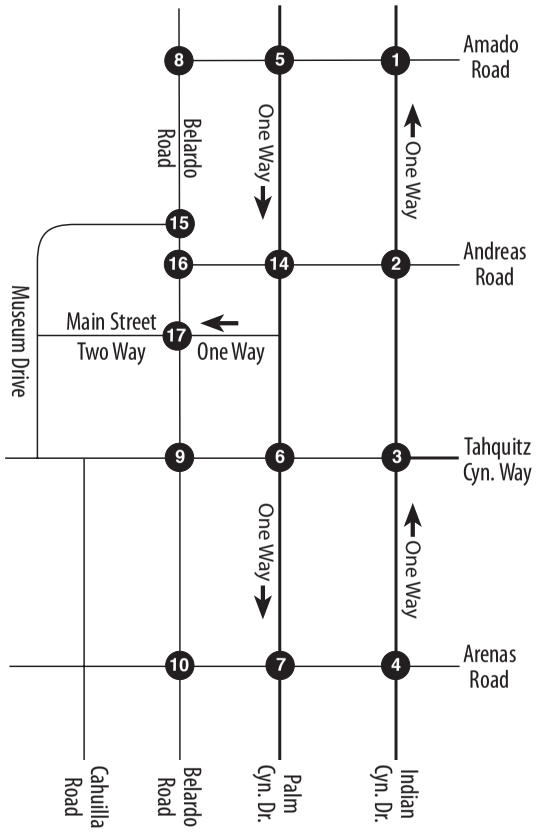
Existing+Project Weekday LOS

The existing weekday midday and evening peak hour delay and levels of service at the key intersections are shown in Table 3-2. Table 4-5 summarizes the existing+phase 1 weekday peak hour LOS at the key intersections without the traffic associated with a design day event at the Downtown Palm Springs Park. Table 4-6 shows the existing+phase 1 weekday peak hour LOS at the key intersections including the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-7 provides the existing+project buildout weekday peak hour LOS at the key intersections without the traffic associated with a design day event at the Downtown Palm Springs Park. Table 4-8 shows the existing+project buildout weekday peak hour delay and LOS at the key intersections following the addition of the traffic associated with a design day event at the Downtown Palm Springs Park.

Figure 4-37
Year 2030 + Project Buildout Saturday Traffic Volumes With and Without the Downtown Palm Springs Park





Endo Engineering

Schematic

Table 4-5
Existing+Phase 1 Weekday Peak Hour LOS at the Key Intersections
Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	6.1	0.26	A	9.3	0.17
2. Indian Canyon Drive @ Andreas Road	Signal	A	5.6	0.26	A	7.0	0.26
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	13.9	0.46	B	14.2	0.41
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.1	0.28	A	6.0	0.23
5. Palm Canyon Drive @ Amado Road	Signal	A	7.1	0.33	A	8.1	0.27
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	16.1	0.41	B	16.8	0.40
7. Palm Canyon Drive @ Arenas Road	Signal	A	5.7	0.26	A	6.2	0.23
8. Belardo Road @ Amado Road	TWSC	A	9.9	WLR	A	9.7	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	B	10.07	–	A	9.88	–
10. Belardo Road @ Arenas Road	AWSC	A	7.86	–	A	7.80	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	A	9.7	NLR	A	9.6	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.5	NLT	A	9.5	NLT
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.3	SL	A	9.2	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	C	22.3	ETR	C	19.4	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	A	7.76	–	A	7.98	–
16. Belardo Road @ Andreas Road	TWSC	A	9.1	WLR	A	9.3	WLR
17. Belardo Road @ Main Street	AWSC	A	7.49	–	A	7.58	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-6
Existing+Phase 1 Weekday Peak Hour LOS at the Key Intersections
With a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.2	0.28	B	14.0	0.68
2. Indian Canyon Drive @ Andreas Road	Signal	A	6.0	0.27	B	11.3	0.41
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	19.2	0.69	B	18.3	0.54
4. Indian Canyon Drive @ Arenas Road	Signal	A	5.9	0.36	A	6.4	0.24
5. Palm Canyon Drive @ Amado Road	Signal	A	7.6	0.43	B	11.6	0.45
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	15.9	0.63	E	56.9	0.82
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.4	0.26	A	5.9	0.33
8. Belardo Road @ Amado Road	TWSC	B	11.7	WLR	A	9.9	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	286.54	–	F	78.29	–
10. Belardo Road @ Arenas Road	AWSC	A	8.09	–	A	8.14	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	11.0	NLR	B	11.1	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.7	NLT	A	9.6	SLTR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.3	SL	B	10.5	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	E	45.1	WLT	F	77.7	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	A	8.88	–	C	18.76	–
16. Belardo Road @ Andreas Road	TWSC	B	10.6	WLR	B	10.6	WLR
17. Belardo Road @ Main Street	AWSC	A	8.78	–	A	8.84	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-7
Existing+Project Buildout Weekday Peak Hour LOS at the Key Intersections
Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.9	0.35	A	9.2	0.45
2. Indian Canyon Drive @ Andreas Road	Signal	A	7.3	0.33	A	9.0	0.35
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	17.0	0.57	B	18.0	0.55
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.2	0.33	A	6.1	0.28
5. Palm Canyon Drive @ Amado Road	Signal	A	8.6	0.41	A	9.6	0.40
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	17.6	0.57	B	18.0	0.61
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.0	0.31	A	6.2	0.30
8. Belardo Road @ Amado Road	TWSC	B	10.7	WLR	B	10.4	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	C	20.76	–	C	22.33	–
10. Belardo Road @ Arenas Road	AWSC	A	8.08	–	A	8.06	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	10.7	NLR	B	10.7	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.5	NLT	A	9.5	NLT
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.6	SL	A	9.7	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	E	47.5	ETR	E	44.4	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	A	8.84	–	A	9.53	–
16. Belardo Road @ Andreas Road	TWSC	B	10.1	WLR	B	10.6	WLR
17. Belardo Road @ Main Street	AWSC	A	8.21	–	A	8.48	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-8
Existing+Project Buildout Weekday Peak Hour LOS at the Key Intersections
With a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	8.9	0.37	B	14.0	0.68
2. Indian Canyon Drive @ Andreas Road	Signal	A	8.1	0.36	B	13.3	0.50
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	C	29.1	0.89	C	22.0	0.68
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.1	0.41	A	6.4	0.29
5. Palm Canyon Drive @ Amado Road	Signal	A	9.0	0.51	B	13.1	0.58
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	17.7	0.77	F	265.6	1.02
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.5	0.31	A	6.2	0.40
8. Belardo Road @ Amado Road	TWSC	B	12.9	WLR	B	10.7	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	863.29	–	F	555.76	–
10. Belardo Road @ Arenas Road	AWSC	A	8.33	–	A	8.44	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	12.5	NLR	B	12.7	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.8	SLTR	A	9.7	SLTR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	8.8	SL	B	11.3	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	F	264.9	WLT	F	898.0	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	B	10.64	–	C	18.00	–
16. Belardo Road @ Andreas Road	TWSC	B	12.7	WLR	B	13.6	WLR
17. Belardo Road @ Main Street	AWSC	B	10.04	–	A	8.48	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Existing+Project LOS During Villagefest

The existing delay and levels of service at the key intersections during the highest volume hour on a Thursday during Villagefest are shown in Table 3-3. Table 4-9 shows the existing+phase 1 highest hour delay and LOS at the six key intersections along Belardo Road with and without the traffic associated with a design day event at the Downtown Palm Springs Park. Table 4-10 provides the existing+project buildout highest hour delay and LOS at the six key intersections along Belardo Road with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-9
Existing+Phase 1 Evening Peak Hour LOS at the
Key Intersections on Belardo Road During Villagefest
With and Without a Design Day Event at the Downtown Palm Springs Park

Key Intersection	Traffic Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
Without Downtown Park Event					
8. Belardo Road @ Amado Road	TWSC	8.0	A	21.5	C
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	11.20	B	12.72	B
10. Belardo Road @ Arenas Road	AWSC	11.50	B	13.01	B
15. Belardo Road @ Museum Drive[a]	AWSC	10.01	B	10.59	B
16. Belardo Road @ Andreas Road	TWSC	7.7	A	10.8	B
17. Belardo Road @ Main Street	AWSC	8.96	A	9.43	A
With Downtown Park Event					
8. Belardo Road @ Amado Road	TWSC	9.4	A	24.7	C
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	45.27	E	86.38	F
10. Belardo Road @ Arenas Road	AWSC	195.16	F	249.63	F
15. Belardo Road @ Museum Drive[a]	AWSC	18.76	C	21.12	C
16. Belardo Road @ Andreas Road	TWSC	7.9	A	15.5	C
17. Belardo Road @ Main Street	AWSC	11.85	B	13.60	B

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-10
Existing+Project Buildout Peak Hour LOS at the
Key Intersections on Belardo Road During Villagefest
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
Without Downtown Park Event					
8. Belardo Road @ Amado Road	TWSC	8.6	A	141.0	F
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	30.37	D	41.59	E
10. Belardo Road @ Arenas Road	AWSC	21.65	C	27.11	D
15. Belardo Road @ Museum Drive[b]	AWSC	14.80	B	16.58	C
16. Belardo Road @ Andreas Road	TWSC	8.0	A	14.7	B
17. Belardo Road @ Main Street	AWSC	10.88	B	12.05	B
With Downtown Park Event					
8. Belardo Road @ Amado Road	TWSC	10.3	B	216.3	F
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	366.99	F	782.17	F
10. Belardo Road @ Arenas Road	AWSC	568.68	F	723.76	F
15. Belardo Road @ Museum Drive[b]	AWSC	96.29	F	138.15	F
16. Belardo Road @ Andreas Road	TWSC	8.4	A	37.1	E
17. Belardo Road @ Main Street	AWSC	18.25	C	24.20	C

a. Delay=average approach control delay (seconds/vehicle) for the minor street approach that exhibits the most delay at TWSC intersections. Since AWSC intersections do not have minor approaches, the delay and LOS for the approach with the most delay were included and the approach was identified. Overall intersection delay (seconds/vehicle) and overall intersection LOS are shown for the all-way stop controlled intersections.
b. The traffic control assumed for this intersection was assumed to be constructed as all-way STOP control when Belardo Road is extended.

Existing+Project Saturday LOS

The existing midday peak hour delay and levels of service at ten of the existing key intersections on Saturdays are shown in Table 3-4. Table 4-11 shows the existing+phase 1 midday peak hour delay and LOS at fourteen future key intersections with and without the traffic associated with a design day event at the Downtown Palm Springs Park. Table 4-12 provides the existing+project buildout midday peak hour delay and LOS at fourteen future key intersections with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-11
Existing+Phase 1 Saturday Midday Peak Hour LOS at the Key Intersections
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Without Downtown Park			With Downtown Park		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.5	0.36	A	8.37	0.37
2. Indian Canyon Drive @ Andreas Road	Signal	A	7.0	0.31	A	7.8	0.32
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	13.1	0.32	C	21.4	0.72
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.1	0.34	A	7.0	0.42
5. Palm Canyon Drive @ Amado Road	Signal	A	8.3	0.42	A	9.3	0.52
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	18.1	0.57	B	17.8	0.70
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.6	0.35	A	7.1	0.35
8. Belardo Road @ Amado Road	TWSC	B	10.2	WLR	B	12.2	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	D	25.3	SB	F	574.22	–
10. Belardo Road @ Arenas Road	AWSC	A	8.11	--	A	8.39	–
14. Palm Canyon Drive @ Andreas Road	TWSC	E	42.6	ETR	F	126.2	WLT
15. Belardo Road @ Museum Drive	AWSC	A	8.26	–	A	9.66	–
16. Belardo Road @ Andreas Road	TWSC	A	9.6	WLR	B	11.5	WLR
17. Belardo Road @ Main Street	AWSC	A	7.81	–	A	9.32	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-12
Existing+Project Buildout
Saturday Midday Peak Hour LOS at the Key Intersections
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Control	Without Downtown Park			With Downtown Park		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	B	10.4	0.52	B	11.5	0.56
2. Indian Canyon Drive @ Andreas Road	Signal	B	10.4	0.45	B	10.8	0.47
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	C	23.2	0.77	D	43.7	0.95
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.8	0.44	A	7.9	0.52
5. Palm Canyon Drive @ Amado Road	Signal	B	11.3	0.61	B	12.4	0.70
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	C	25.0	0.82	C	29.3	0.92
7. Palm Canyon Drive @ Arenas Road	Signal	A	7.2	0.45	A	7.5	0.45
8. Belardo Road @ Amado Road	TWSC	B	11.6	WLR	B	14.7	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	306.35	–	F	1631	–
10. Belardo Road @ Arenas Road	AWSC	A	8.54	–	A	8.87	–
14. Palm Canyon Drive @ Andreas Road	TWSC	F	1342	ETR	F	2646	ETR
15. Belardo Road @ Museum Drive	AWSC	B	10.54	–	B	13.86	–
16. Belardo Road @ Andreas Road	TWSC	B	11.6	WLR	C	16.2	WLR
17. Belardo Road @ Main Street	AWSC	A	9.14	–	B	11.92	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Future Weekday LOS Analysis

Table 4-13 shows the future year 2017 weekday midday and evening peak hour delay and levels of service at the key intersections without site traffic. The opening year 2017+phase 1 weekday peak hour delay and LOS at the key intersections without the traffic associated with a design day event at the Downtown Palm Springs Park are shown in Table 4-14. Table 4-15 shows the future year 2017+phase 1 weekday peak hour LOS following the addition of the traffic generated by a design day event at the Downtown Palm Springs Park.

Table 4-16 includes the future year 2030 weekday midday and evening peak hour delay and levels of service at the seventeen key intersections without site traffic. Table 4-17 shows the year 2030+project buildout weekday peak hour LOS at the key intersections without the traffic associated with a design day event at the Downtown Palm Springs Park. Table 4-18 shows the year 2030+project buildout weekday peak hour delay and LOS at the key intersections following the addition of the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-13
Future Year 2017 Weekday Peak Hour LOS at the Key Intersections
Without Site-Generated Traffic[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.2	0.28	A	5.6	0.32
2. Indian Canyon Drive @ Andreas Road	Signal	A	5.0	0.29	A	5.4	0.27
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	13.6	0.47	B	13.8	0.41
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.0	0.31	A	5.8	0.25
5. Palm Canyon Drive @ Amado Road	Signal	A	6.0	0.36	A	5.1	0.29
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	14.3	0.41	B	13.8	0.35
7. Palm Canyon Drive @ Arenas Road	Signal	A	5.3	0.30	A	5.6	0.25
8. Belardo Road @ Amado Road	TWSC	A	9.3	WLR	A	9.2	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	A	8.13	–	A	7.82	–
10. Belardo Road @ Arenas Road	AWSC	A	7.79	–	A	7.69	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	A	9.2	NLR	A	9.0	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.4	NLT	A	9.4	NLT
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.1	SL	A	8.9	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	B	14.6	WLT	B	13.5	WLT
15. Belardo Road @ Museum Drive[a]	AWSC	A	7.36	–	A	7.36	–
16. Belardo Road @ Andreas Road	TWSC	A	7.3	SLT	A	7.3	SLT
17. Belardo Road @ Main Street	AWSC	A	7.15	–	A	7.16	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-14
Opening Year 2017+Phase I
Weekday Peak Hour LOS at the Key Intersections
Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	6.1	0.30	A	6.9	0.38
2. Indian Canyon Drive @ Andreas Road	Signal	A	5.7	0.30	A	6.8	0.31
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	15.7	0.55	B	16.2	0.51
4. Indian Canyon Drive @ Arenas Road	Signal	A	5.9	0.34	A	5.8	0.28
5. Palm Canyon Drive @ Amado Road	Signal	A	6.9	0.40	A	7.1	0.33
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	16.9	0.49	B	17.7	0.51
7. Palm Canyon Drive @ Arenas Road	Signal	A	5.5	0.32	A	5.7	0.29
8. Belardo Road @ Amado Road	TWSC	B	10.0	WLR	A	9.8	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	B	10.25	–	B	10.04	–
10. Belardo Road @ Arenas Road	AWSC	A	7.91	–	A	7.86	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	A	9.8	NLR	A	9.7	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.5	NLT	A	9.5	NLT
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.3	SL	A	9.2	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	D	29.8	ETR	D	27.2	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	A	7.76	–	A	7.98	–
16. Belardo Road @ Andreas Road	TWSC	A	9.1	WLR	A	9.3	WLR
17. Belardo Road @ Main Street	AWSC	A	7.49	–	A	7.58	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-15
Opening Year 2017+Phase I
Weekday Peak Hour LOS at the Key Intersections
With a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.0	0.33	B	11.8	0.60
2. Indian Canyon Drive @ Andreas Road	Signal	A	6.2	0.32	B	11.5	0.46
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	C	21.2	0.74	C	20.6	0.63
4. Indian Canyon Drive @ Arenas Road	Signal	A	5.9	0.41	A	6.2	0.29
5. Palm Canyon Drive @ Amado Road	Signal	A	7.5	0.49	B	11.7	0.51
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	18.0	0.67	E	60.5	0.92
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.0	0.32	A	5.7	0.40
8. Belardo Road @ Amado Road	TWSC	B	11.9	WLR	A	10.0	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	309.15	–	F	88.80	–
10. Belardo Road @ Arenas Road	AWSC	A	8.14	–	A	8.21	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	11.1	NLR	B	11.1	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.7	NLT	A	9.6	SLTR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.3	SL	B	10.5	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	F	81.5	WLT	F	431.7	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	A	8.88	–	B	11.37	–
16. Belardo Road @ Andreas Road	TWSC	B	10.6	WLR	B	11.0	WLR
17. Belardo Road @ Main Street	AWSC	A	8.78	–	A	8.84	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-16
Year 2030 Weekday Peak Hour LOS at the Key Intersections
Without Site-Generated Traffic[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.3	0.29	A	5.7	0.33
2. Indian Canyon Drive @ Andreas Road	Signal	A	5.5	0.33	A	5.8	0.30
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	14.3	0.55	B	14.1	0.48
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.9	0.36	A	6.6	0.28
5. Palm Canyon Drive @ Amado Road	Signal	A	6.5	0.39	A	6.0	0.32
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	14.4	0.42	B	13.8	0.36
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.0	0.34	A	6.2	0.28
8. Belardo Road @ Amado Road	TWSC	A	9.7	WLR	A	9.5	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	A	8.15	–	A	7.80	–
10. Belardo Road @ Arenas Road	AWSC	A	7.84	–	A	7.72	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	A	9.2	NLR	A	9.0	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.4	NLT	A	9.4	NLT
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.1	SL	A	8.9	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	C	15.3	WLT	B	14.0	WLT
15. Belardo Road @ Museum Drive[a]	AWSC	A	7.32	–	A	7.38	–
16. Belardo Road @ Andreas Road	TWSC	A	7.3	SLT	A	7.3	SLT
17. Belardo Road @ Main Street	AWSC	A	7.11	–	A	7.12	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-17
Year 2030+Project Buildout Weekday Peak Hour LOS at the Key Intersections
Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.6	0.40	A	9.1	0.50
2. Indian Canyon Drive @ Andreas Road	Signal	A	8.2	0.43	A	9.9	0.44
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	C	20.1	0.73	C	20.7	0.70
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.3	0.44	A	6.7	0.36
5. Palm Canyon Drive @ Amado Road	Signal	A	8.9	0.51	A	9.5	0.48
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	19.3	0.66	C	20.4	0.71
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.5	0.41	A	6.4	0.38
8. Belardo Road @ Amado Road	TWSC	B	11.7	WLR	B	11.2	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	C	23.03	–	C	24.28	–
10. Belardo Road @ Arenas Road	AWSC	A	8.19	–	A	8.17	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	10.8	NLR	B	10.8	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.6	NLT	A	9.6	SLTR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.7	SL	A	9.7	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	F	152.1	ETR	F	214.5	WLT
15. Belardo Road @ Museum Drive[a]	AWSC	A	8.77	–	A	9.44	–
16. Belardo Road @ Andreas Road	TWSC	B	10.1	WLR	B	10.6	WLR
17. Belardo Road @ Main Street	AWSC	A	8.15	–	A	8.42	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-18
Year 2030+Project Buildout Weekday Peak Hour LOS
at the Key Intersections with a Design Day Event
at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Midday Peak Hour			Evening Peak Hour		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	8.6	0.43	B	14.4	0.73
2. Indian Canyon Drive @ Andreas Road	Signal	A	8.7	0.44	B	14.2	0.59
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	D	40.0	0.95	C	26.4	0.81
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.4	0.51	A	7.1	0.38
5. Palm Canyon Drive @ Amado Road	Signal	A	9.6	0.61	B	13.6	0.65
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	C	20.3	0.80	F	259.6	1.11
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.9	0.41	A	6.7	0.49
8. Belardo Road @ Amado Road	TWSC	B	14.8	WLR	B	11.4	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	882.11	–	F	576.24	–
10. Belardo Road @ Arenas Road	AWSC	A	8.46	–	A	8.56	–
11. Cahuilla Road @ Tahquitz Canyon Way	TWSC	B	12.6	NLR	B	12.8	NLR
12. Cahuilla Road @ Arenas Road	TWSC	A	9.8	NLT	A	9.8	SLTR
13. Museum Drive @ Tahquitz Canyon Way	TWSC	A	9.7	SL	B	11.3	SL
14. Palm Canyon Drive @ Andreas Road	TWSC	F	639.7	ETR	F	2107	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	B	10.53	–	C	17.53	–
16. Belardo Road @ Andreas Road	TWSC	B	12.6	WLR	B	13.5	WLR
17. Belardo Road @ Main Street	AWSC	A	9.94	–	B	10.36	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Future Villagefest Conditions

Table 4-19 shows the future year 2017 control delay and levels of service at the three key intersections along Belardo Road during the highest volume hour on a Thursday during Villagefest without site traffic. Table 4-20 shows the opening year 2017+phase 1 highest hour delay and LOS at the six key intersections along Belardo Road with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-21 shows the future year 2030 control delay and LOS at the three key intersections along Belardo Road during the highest volume hour on a Thursday during Villagefest without site traffic. Table 4-22 provides the year 2030+project buildout highest hour delay and LOS at the six key intersections along Belardo Road with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-19
Opening Year 2017 Evening Peak Hour LOS
at the Key Intersections on Belardo Road During Villagefest
Without Site-Generated Traffic

Key Intersection	Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
8. Belardo Road @ Amado Road	TWSC	7.6	A	16.2	C
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	8.91	A	9.43	A
10. Belardo Road @ Arenas Road	AWSC	9.42	A	10.18	B

a. Delay=average approach control delay (seconds/vehicle) for the minor street approach that exhibits the most delay at TWSC intersections. Since AWSC intersections do not have minor approaches, the delay and LOS for the approach with the most delay were included and the approach was identified. Overall intersection delay (seconds/vehicle) and overall intersection LOS are shown for the all-way stop controlled intersections.
b. The traffic control assumed for this intersection was assumed to be constructed as all-way STOP control when Belardo Road is extended.

Table 4-20
Opening Year 2017+Phase 1 Peak Hour LOS
at the Key Intersections on Belardo Road During Villagefest
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
Without Downtown Park					
8. Belardo Road @ Amado Road	TWSC	8.0	A	27.5	D
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	12.01	B	14.11	B
10. Belardo Road @ Arenas Road	AWSC	12.36	B	14.21	B
15. Belardo Road @ Museum Drive[b]	AWSC	10.40	B	11.15	B
16. Belardo Road @ Andreas Road	TWSC	7.7	A	10.9	B
17. Belardo Road @ Main Street	AWSC	9.22	A	9.80	A
With Downtown Park					
8. Belardo Road @ Amado Road	TWSC	9.7	A	34.4	D
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	117.27	F	274.20	F
10. Belardo Road @ Arenas Road	AWSC	368.20	F	466.92	F
15. Belardo Road @ Museum Drive[b]	AWSC	24.58	C	29.05	D
16. Belardo Road @ Andreas Road	TWSC	8.0	A	17.4	C
17. Belardo Road @ Main Street	AWSC	13.35	B	15.96	C

a. Delay=average approach control delay (seconds/vehicle) for the minor street approach that exhibits the most delay at TWSC intersections. Since AWSC intersections do not have minor approaches, the delay and LOS for the approach with the most delay were included and the approach was identified. Overall intersection delay (seconds/vehicle) and overall intersection LOS are shown for the all-way stop controlled intersections.

b. The traffic control assumed for this intersection was assumed to be constructed as all-way STOP control when Belardo Road is extended.

Table 4-21
Year 2030 Peak Hour LOS at the Key Intersections
Along Belardo Road During Villagefest
Without Site-Generated Traffic

Key Intersection	Traffic Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
8. Belardo Road @ Amado Road	TWSC	7.6	A	16.8	C
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	8.95	A	9.49	A
10. Belardo Road @ Arenas Road	AWSC	9.65	A	10.52	B

a. Delay=average approach control delay (seconds/vehicle) for the minor street approach that exhibits the most delay at TWSC intersections. Since AWSC intersections do not have minor approaches, the delay and LOS for the approach with the most delay were included and the approach was identified. Overall intersection delay (seconds/vehicle) and overall intersection LOS are shown for the all-way stop controlled intersections.
b. The traffic control assumed for this intersection was assumed to be constructed as all-way STOP control when Belardo Road is extended.

Table 4-22
Year 2030+Project Buildout
Peak Hour LOS at the Key Intersections on Belardo Road During Villagefest
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Major Street Left or Intersection		Approach With Most Delay	
		Delay (Sec.)	LOS	Delay (Sec.)	LOS
Without Downtown Park					
8. Belardo Road @ Amado Road	TWSC	8.5	A	297.0	F
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	50.23	F	80.16	F
10. Belardo Road @ Arenas Road	AWSC	32.03	D	42.14	E
15. Belardo Road @ Museum Drive[b]	AWSC	16.59	C	19.58	C
16. Belardo Road @ Andreas Road	TWSC	8.0	A	15.2	C
17. Belardo Road @ Main Street	AWSC	11.54	B	13.10	B
With Downtown Park					
8. Belardo Road @ Amado Road	TWSC	10.6	B	415.9	F
9. Belardo Road @ Tahquitz Canyon Way[b]	AWSC	537.53	F	1125	F
10. Belardo Road @ Arenas Road	AWSC	799.87	F	1016	F
15. Belardo Road @ Museum Drive[b]	AWSC	177.46	F	253.81	F
16. Belardo Road @ Andreas Road	TWSC	8.4	A	59.1	F
17. Belardo Road @ Main Street	AWSC	26.83	D	40.83	E

a. Delay=average approach control delay (seconds/vehicle) for the minor street approach that exhibits the most delay at TWSC intersections. Since AWSC intersections do not have minor approaches, the delay and LOS for the approach with the most delay were included and the approach was identified. Overall intersection delay (seconds/vehicle) and overall intersection LOS are shown for the all-way stop controlled intersections.
b. The traffic control assumed for this intersection was assumed to be constructed as all-way STOP control when Belardo Road is extended.

Future Saturday Conditions

Table 4-23 shows the Saturday midday peak hour delay and levels of service in the future year 2017 without site traffic at the ten of the key intersections. Table 4-24 shows the opening year 2017+phase 1 midday peak hour delay and LOS at fourteen future key intersections with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-25 includes the Saturday midday peak hour delay and levels of service in the future year 2030 without site traffic at the ten existing key intersections. Table 4-26 provides the year 2030+project buildout midday peak hour delay and LOS at fourteen future key intersections with and without the traffic associated with a design day event at the Downtown Palm Springs Park.

Table 4-23
Opening Year 2017 Saturday Midday Peak Hour
LOS at the Key Intersections Without Site-Generated Traffic[a]

Key Intersection	Traffic Control	Midday Peak Hour LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.9	0.35
2. Indian Canyon Drive @ Andreas Road	Signal	A	6.1	0.35
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	16.2	0.56
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.8	0.37
5. Palm Canyon Drive @ Amado Road	Signal	A	6.9	0.45
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	16.2	0.52
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.1	0.38
8. Belardo Road @ Amado Road	TWSC	A	9.5	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	A	8.48	–
10. Belardo Road @ Arenas Road	AWSC	A	7.96	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-24
Opening Year 2017+Phase 1
Saturday Midday Peak Hour LOS at the Key Intersections
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Without Downtown Park			With Downtown Park		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	7.4	0.42	A	8.4	0.45
2. Indian Canyon Drive @ Andreas Road	Signal	A	8.0	0.39	A	8.5	0.41
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	C	20.5	0.70	C	30.0	0.88
4. Indian Canyon Drive @ Arenas Road	Signal	A	6.9	0.41	A	7.0	0.49
5. Palm Canyon Drive @ Amado Road	Signal	A	8.3	0.51	A	9.0	0.60
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	C	20.8	0.69	C	20.7	0.75
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.3	0.42	A	6.7	0.43
8. Belardo Road @ Amado Road	TWSC	B	10.3	WLR	B	12.4	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	B	13.56	–	F	601.07	–
10. Belardo Road @ Arenas Road	AWSC	A	8.18	–	A	8.48	–
14. Palm Canyon Drive @ Andreas Road	TWSC	F	93.4	ETR	F	1323	WLT
15. Belardo Road @ Museum Drive[a]	AWSC	A	8.26	–	A	9.67	–
16. Belardo Road @ Andreas Road	TWSC	A	9.6	WLR	B	11.5	WLR
17. Belardo Road @ Main Street	AWSC	A	7.81	–	A	9.33	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-25
Year 2030 Saturday Midday Peak Hour LOS at the Key Intersections
Without Site-Generated Traffic[a]

Key Intersection	Traffic Control	Midday Peak Hour LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	A	5.9	0.36
2. Indian Canyon Drive @ Andreas Road	Signal	A	6.7	0.39
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	B	17.1	0.67
4. Indian Canyon Drive @ Arenas Road	Signal	A	7.8	0.44
5. Palm Canyon Drive @ Amado Road	Signal	A	7.3	0.48
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	B	16.1	0.53
7. Palm Canyon Drive @ Arenas Road	Signal	A	6.6	0.43
8. Belardo Road @ Amado Road	TWSC	A	9.9	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	A	8.55	–
10. Belardo Road @ Arenas Road	AWSC	A	7.99	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

Table 4-26
Year 2030+Project Buildout
Saturday Midday Peak Hour LOS at the Key Intersections
With and Without a Design Day Event at the Downtown Palm Springs Park[a]

Key Intersection	Traffic Control	Without Downtown Park			With Downtown Park		
		LOS	Delay (Sec.)	V/C Ratio	LOS	Delay (Sec.)	V/C Ratio
1. Indian Canyon Drive @ Amado Road	Signal	B	10.5	0.59	B	11.8	0.64
2. Indian Canyon Drive @ Andreas Road	Signal	B	12.0	0.58	B	12.5	0.59
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	D	48.5	0.97	F	208.3	1.21
4. Indian Canyon Drive @ Arenas Road	Signal	A	9.1	0.57	A	9.7	0.65
5. Palm Canyon Drive @ Amado Road	Signal	B	12.7	0.72	B	15.1	0.83
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	D	37.2	0.94	D	44.8	0.96
7. Palm Canyon Drive @ Arenas Road	Signal	A	7.7	0.55	A	8.0	0.56
8. Belardo Road @ Amado Road	TWSC	B	12.8	WLR	C	17.7	WLR
9. Belardo Road @ Tahquitz Canyon Way[a]	AWSC	F	355.62	–	F	>1000	–
10. Belardo Road @ Arenas Road	AWSC	A	8.68	–	A	9.03	–
14. Palm Canyon Drive @ Andreas Road	TWSC	F	3345	ETR	F	5611	ETR
15. Belardo Road @ Museum Drive[a]	AWSC	B	11.54	–	B	13.69	–
16. Belardo Road @ Andreas Road	TWSC	B	11.5	WLR	C	16.0	WLR
17. Belardo Road @ Main Street	AWSC	A	9.07	–	B	11.80	–

a. All-way STOP control traffic control was assumed for this intersection when Belardo Road is extended.

4F. Traffic Signal Analysis

The justification for the installation of a traffic signal at an intersection is based on the warrants adopted by Caltrans and the Federal Highway Administration. There are several types of traffic signal warrants including: an eight-hour vehicle volume warrant (including minimum vehicle volume and interruption of continuous traffic warrants), a four-hour vehicle volume warrant, a peak hour vehicle volume warrant, a pedestrian volume warrant, a school crossing warrant, a coordinated signal system warrant, a crash warrant, and a roadway network warrant.

The installation of a traffic signal should be considered if one or more of the warrants is met; however, the satisfaction of a warrant is not necessarily sufficient justification in and of itself for the installation of signals. Delay, congestion, approach conditions, driver confusion, future land use or other evidence of the need for right-of-way assignment beyond that which could be provided by stop signs must be demonstrated. Improper or unwarranted signal installations may cause: (1) excessive delay; (2) disobedience of the signal indications; (3) circuitous travel on less adequate alternate routes; and (4) increased frequency of collisions (especially rear-end collisions).

Rural volume warrants (70 percent of the urban warrants) apply when the 85th-percentile speed of traffic on the major street exceeds 40 mph in either an urban or a rural area, or when the intersection lies within the built-up area of an isolated community with a population under 10,000. All other areas are considered urban. All of the unsignalized key intersections in the study area were evaluated with urban signal warrants.

The evaluation of peak hour levels of service at the unsignalized key intersections provides a preliminary indication of when and where traffic signals might be needed in the study area to improve levels of service. Peak hour traffic volumes at the existing and future unsignalized key intersections were compared to urban peak hour or daily traffic signal warrants, as appropriate, for all of the scenarios evaluated to determine whether or not the installation of new traffic signals would be warranted.

For new intersections where traffic counts cannot be made, the traffic signal analysis was based on the CA MUTCD daily traffic signal warrants. For existing intersections where traffic counts can be made, the traffic signal analysis utilized the peak hour traffic signal warrant. Warrant 3, the peak hour traffic signal warrant, is intended for use where traffic conditions are such that for at least one hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street. Peak hour signal warrants (see Appendix 4) are used as a preliminary indication of the need for traffic signals in the future. These signal warrants should be considered in conjunction with the unsignalized intersection peak hour analysis to provide a more complete understanding of the need for signalization. The actual design and installation of signals should be based upon detailed studies, which include extensive traffic counts.

Traffic signal volume warrants specify that the traffic volumes represent an average day. Therefore, traffic from special events would not normally be mitigated with a traffic signal. Similarly, traffic signal volume warrants that are only met during the peak hour on Saturday do not reflect conditions on an average day, and would not normally be considered as a basis for requiring traffic control signals as mitigation.

Of the existing and future unsignalized intersections in the study area, only two intersections had unacceptable levels of service and volumes approaching signal volume warrants on an average day. Both of these intersections are existing tee-intersections that will be constructed as four-way intersections upon implementation of the proposed project. Daily signal warrants would be appropriate for use in evaluating these intersections since representative traffic counts cannot be made.

Belardo Road at Tahquitz Canyon Way (9)

Based on the urban daily signal warrants, the intersection of Belardo Road and Tahquitz Canyon Way would not quite meet signal warrants with future year 2030+project buildout weekday traffic volumes. This intersection is projected to provide acceptable levels of service (LOS C) during the midday and evening peak hours on weekdays. However, the year 2030+project buildout daily volumes comprise 95 percent of Daily Warrant 2 (Interruption of Continuous Traffic) and 79 percent of the 80 percent threshold for Daily Warrant 3 (Combination of Warrants). Furthermore, the projected year 2030+project buildout Saturday traffic volumes are projected to meet both Daily Warrant 1 and Daily Warrant 2, and the intersection LOS on Saturday would be unacceptable.

While not strictly required, mitigation is recommended for this intersection to reduce the potential for substantial delays and congestion on Saturdays upon buildout of the project. If the future land uses generate more traffic than projected, the installation of traffic control signals may ultimately be required to maintain an acceptable LOS during weekday peak hours. A better alternative would be to provide two westbound through lanes, to allow the outer lane to store the queue entering the parking structure while motorists traveling westbound use the inner lane to pass vehicles queued at the entry to the parking structure. With two westbound through lanes at this intersection and all-way STOP control, the intersection is projected to provide acceptable levels of service with year 2030+project buildout traffic volumes on Saturdays. Although a proposed drop-off lane for the Kimpton Hotel may narrow the Tahquitz Canyon Way approach to Belardo Road, there appears to be sufficient pavement width on Tahquitz Canyon Way if the drop-off lane is modified or the centerline of Tahquitz Canyon Way is offset to the south.

Palm Canyon Drive at Andreas Road (14)

The Preferred Project in the 2008 *Museum Market Plaza Specific Plan Traffic Impact Study* included the extension of a site access roadway (Museum Way) to Indian Canyon Drive along the Main Street alignment. The Downtown Palm Springs Project shows the connection between Palm Canyon Drive and Indian Canyon Drive occurring at Andreas Road rather than at Main Street. This alignment was addressed in the *Museum Market Plaza Specific Plan Traffic Impact Study* in conjunction with the Less Intense Alternative A. For Less Intense Alternative A, a traffic signal was recommended as mitigation at the intersection Palm Canyon Drive and Andreas Road.

Based on the urban daily signal warrants, the intersection of Palm Canyon Drive and Andreas Road (Intersection 14) does not meet signal warrants with the opening year 2017+initial phase weekday traffic volumes. However, signal warrants would be met with the year 2030+project buildout weekday traffic volumes. The level of service analysis shows that without signalization, this intersection is projected to operate at LOS D with opening year 2017+initial phase weekday traffic volumes, and LOS F with year 2030+project buildout weekday traffic volumes. Therefore, this intersection is recommended for signalization following the completion of Phase 1.

4G. Site Access And Internal Circulation Analysis

Site Access

The surrounding street system was designed to accommodate the Desert Fashion Plaza and has adequate capacity to provide access for the proposed project. The Downtown Palm Springs Project would improved the mobility within the area by extending Belardo Road through the site, adding the Main Street connection between Museum Drive and Palm Canyon Drive, and extending Andreas Road to Belardo Road. The site could be closed to motor vehicle traffic (with retractable bollards on Main Street at Museum Drive and at Palm Canyon Drive and on Belardo Road, at Andreas Road and at Tahquitz Canyon Way), and still maintain more mobility than afforded by the Desert Fashion Plaza. With the on-site parking consolidated in two primary parking structures and access on the perimeter of the project site, the parking to be used even when the site is closed to vehicular traffic.

Additional combinations of road closures could also be accommodated. Belardo Road or Main Street could be closed individually, or segments of each street could be closed. For example, Main Street could be closed from Museum Drive to Belardo Road, or Belardo Road could be closed from Andreas Road to Main Street. The road closures should remove entire roadway segments and not include closures at intersections that result in dead-end streets. Emergency access and the potential effect of road closures on emergency response times should also be considered.

Main Street as a One-Way or Two-Way Facility

Main Street is not proposed between Palm Canyon Drive and Indian Canyon Drive. Consequently, the intersection of Main Street with Palm Canyon Drive would not have eastbound traffic crossing Palm Canyon Drive. Since Palm Canyon Drive is a one-way street, there would be no left-turn movements between Palm Canyon Drive and Main Street, regardless of whether Main Street is operating as a one-way or a two-way street. The likelihood of pedestrians and motorists seeing each other is much higher at intersections of one-way streets. Pedestrians need look in only one direction, and the driving task is simplified for motorists when all vehicles are moving in the same direction. A study of 1,297 intersections in 15 U.S. cities found that the number of vehicle-pedestrian accidents was lower at intersections of one-way streets than at intersections of two-way streets.[3]

3. Zegeer, C.V., J. Stewart, H. Huang and P. Langerwey. "Safety Effects of Marked and Unmarked Crosswalks at Uncontrolled Intersections." *Transportation Research Record*, No. 1773 (2001): 56-68.

Assuming Main Street operates as a one-way street, the future traffic volumes between Belardo Road and Palm Canyon Drive, are projected to remain below 1,500 vehicles per day with all of the scenarios evaluated. The one-way flow of traffic would reduce the potential for conflicts by: (1) providing fewer conflict points at intersections (i.e., fewer turning movements), (2) providing more available gaps for crossing pedestrians, and (3) allowing drivers to monitor pedestrian movements more readily, since all vehicles would be moving in the same direction.

The intersection of Main Street with Palm Canyon Drive would not require a traffic signal, whether Main Street were improved as a one-way or a two-way street. Although there is a pedestrian traffic signal currently located near this intersection, it is non-operational because of the current construction activity on the west side of Palm Canyon Drive.

Main Street could operate as either a one-way or a two-way roadway. As a two-way roadway, Main Street could attract enough traffic to reduce the eastbound right-turn demand on Tahquitz Canyon Way at Palm Canyon Drive following special events. Even if this were to occur, Main Street is expected to remain a low-volume roadway because it would terminate at Palm Canyon Drive.

The year 2030+project buildout daily traffic volumes for Main Street, between Museum Drive and Belardo Road (see Figure 4-34) are projected to remain relatively low (i.e. 3,030 VPD or less). If Main Street were to function as a one-way street from Palm Canyon Drive to Museum Drive, alternative routes are available with the capacity necessary to accommodate the eastbound traffic that was assigned to Main Street in conjunction with this analysis.

4H. Other Considerations

Traffic Management Plan

A traffic management plan should be developed with site-specific strategies that can be implemented to reduce potential LOS deficiencies during planned events at the Downtown Palm Springs Park. The traffic management plan should include measures to increase vehicle occupancy, reduce the travel demand, and spread the arrival times over a longer period to reduce the peak travel flows. The traffic management plan should address those intersections identified in the traffic analysis that may require officer-assisted traffic control. Many potential LOS deficiencies may be avoided by scheduling special events to avoid the peak traffic hours on the adjacent streets.

The closure of Main Street could provide an opportunity to provide access for a shuttle service. If an event is planned for peak traffic periods or during Villagefest, Main Street could be closed to passenger cars, but provide an access for a shuttle service. There are large parking areas within one-half mile of the site that could be used as remote overflow parking sites with shuttles to reduce the traffic entering the project site. Reduced attendance fees or parking fees could be used as an incentive to encourage patrons to use the shuttle service.

5.0 FINDINGS AND CONCLUSIONS

5A. Traffic Impacts

The level of service analysis summarized in Section 4 included an evaluation of peak season conditions during three different days of the week to assess traffic operations during those hours when the demand for mobility within and through the study area results in the highest demands on the transportation infrastructure. The midday and evening peak hour conditions on weekdays were evaluated. The highest volume hour on Thursdays during Villagefest was analyzed. The midday peak hour conditions on Saturdays were addressed. For each different day and peak hour evaluated, the following development scenarios were addressed: (1) ambient conditions without site traffic; (2) conditions with the initial phase of development; (3) conditions upon project completion; (4) conditions with the initial phase of development and a design day event at the Downtown Palm Springs Park, and (5) conditions upon project completion with a design day event at the Downtown Palm Springs Park.

Table 5-1 identifies those key intersections with potential LOS deficiencies by development scenario and day of the week, assuming unmitigated intersection geometrics. Only key intersections projected to operate at LOS E or LOS F based on the average delay per vehicle for the intersection as a whole were included. Intersections with TWSC and a minor approach projected to operate at LOS E or F were also included in Table 5-1. A discussion of potential mitigation strategies for each of the key intersections identified in Table 5-1 as having a potential level of service deficiency is provided in Table 5-2. Some of the LOS deficiencies identified would be of short duration and occur infrequently (i.e., design day special events in the park or Villagefest).

Table 5-1
Key Intersections With Potential LOS Deficiencies by Development Scenario

Scenario and Intersection	Control[a] Type	Year 2017 + Initial Phase	Year 2030+ Project Buildout	Year 2017+ Phase 1+ Event	Year 2030+ Project Buildout+Event
Weekday Midday and Evening Peak Hours					
6. Palm Canyon Drive @ Tahquitz Canyon Way	Signal	Acceptable	Acceptable	LOS E	LOS F
9. Belardo Road @ Tahquitz Canyon Way	AWSC	Acceptable	Acceptable	LOS F	LOS F
14. Palm Canyon Drive @ Andreas Road	TWSC	Acceptable	LOS F	LOS F	LOS F
Villagefest Highest Evening Hour					
8. Belardo Road @ Amado Road	TWSC	Acceptable	LOS F	Acceptable	LOS F
9. Belardo Road @ Tahquitz Canyon Way	AWSC	Acceptable	LOS F	LOS F	LOS F
10. Belardo Road @ Arenas Road	AWSC	Acceptable	Acceptable	LOS F	LOS F
15. Belardo Road @ Museum Drive	AWSC	Acceptable	Acceptable	Acceptable	LOS F
16. Belardo Road @ Andreas Road	TWSC	Acceptable	Acceptable	Acceptable	LOS F
Saturday Midday Peak Hour					
3. Indian Canyon Drive @ Tahquitz Canyon Way	Signal	Acceptable	Acceptable	Acceptable	LOS F
9. Belardo Road @ Tahquitz Canyon Way	AWSC	Acceptable	LOS F	LOS F	LOS F
14. Palm Canyon Drive @ Andreas Road	TWSC	LOS F	LOS F	LOS F	LOS F

a. AWSC=All-Way STOP Controlled. TWSC=Two-Way STOP Controlled. The existing+project scenarios would require the same mitigation as the year 2017+project scenarios.

Table 5-2
Mitigation Strategies for Intersections With Potential LOS Deficiencies

Intersection/Potential Deficiency	Potential Mitigation Strategies
3. **Indian Canyon Drive @ Tahquitz Canyon Way** Deficiency: Provides acceptable LOS for all scenarios except the year 2030+project buildout+park event scenario during the midday peak hour on Saturdays.	Any mitigation to improve the capacity of this intersection by adding additional lanes would require substantial modifications and affect on-street parking. Since the impacts are temporary and infrequent, they may be addressed by a Traffic Management Plan for planned special events. The most cost-effective strategy would be to avoid scheduling major events with start times that coincide with the Saturday midday peak hour.
6. **Palm Canyon Drive @ Tahquitz Canyon Way** Deficiency: Provides acceptable LOS for all scenarios except during park events.	To improve service for all scenarios and mitigate the LOS deficiencies, an exclusive eastbound right-turn lane could be added at this intersection.
8. **Belardo Road @ Amado Road** Deficiency: Provides acceptable LOS for all conditions except the scenarios with park events during Villagefest.	Future traffic conditions should be monitored when park events occur during Villagefest. When park events occur during Villagefest, a traffic control officer may be necessary to manually direct traffic at this intersection.
9. **Belardo Road @ Tahquitz Canyon Way** Deficiency: Provides unacceptable LOS with park event scenarios, as well as with the year 2030+project buildout scenarios during the midday peak hour on Saturday and Villagefest.	Provides acceptable LOS with year 2030+project buildout weekday scenario. All-way STOP control is recommended when Belardo Road is extended through the site. To improve the LOS for all scenarios and mitigate the year 2030+project buildout Saturday and Villagefest (without park event) LOS deficiencies, two westbound through lanes should be provided at this intersection and the two receiving lanes should extend west to the existing parking structure access connection. During park events, a traffic control officer may be necessary to manually direct traffic at this intersection.
10. **Belardo Road @ Arenas Road** Deficiency: Provides unacceptable LOS during Villagefest with park event scenarios.	Since the LOS deficiencies are temporary and infrequent, they may be addressed by a Traffic Management Plan developed for planned special events. The most cost-effective strategy would be to avoid scheduling major events during Villagefest. When park events occur during Villagefest, a traffic control officer may be necessary to manually direct traffic at this intersection.
14. **Palm Canyon Drive @ Andreas Road** Deficiency: Provides unacceptable LOS with all Saturday scenarios, all park event scenarios, and the year 2030+project buildout scenario on weekdays.	Recommended for signalization after Phase 1. Once signalized, this intersection will provide acceptable levels of service with all future scenarios.

Table 5-2 (Continued)
Mitigation Strategies for Intersections With Potential LOS Deficiencies

Intersection/Potential Deficiency	Potential Mitigation Strategies
15. **Belardo Road @ Museum Drive** Deficiency: Provides acceptable LOS for all scenarios except the year 2030+project buildout+park event scenario during Villagefest.	Since the LOS deficiency would be temporary and infrequent, it may be addressed by a Traffic Management Plan developed for planned special events. The most cost-effective strategy would be to avoid scheduling major events during Villagefest. When park events occur during Villagefest, a traffic control officer may be necessary to manually direct traffic at this intersection.
16. **Belardo Road @ Andreas Road** Deficiency: Provides acceptable LOS for all scenarios except the year 2030+project buildout+park event scenario during Villagefest.	Since the LOS deficiency would be temporary and infrequent, it may be addressed by a Traffic Management Plan developed for planned special events. The most cost-effective strategy would be to avoid scheduling major events during Villagefest. When park events occur during Villagefest, a traffic control officer may be necessary to manually direct traffic at this intersection.

The recommended minimum lane geometrics and traffic controls for the key intersections are shown in Figure 5-1. Figure 5-2 illustrates various mitigation strategies for intersections with potential LOS deficiencies associated with the Downtown Palm Springs Project including short-term deficiencies associated with design day events at the outdoor entertainment venue in Block E. It may not be appropriate to mitigate short-term deficiencies that are infrequent (such as those associated with Villagefest or a design day community event held at the Downtown Palm Springs Park) by installing new traffic control signals or constructing other costly transportation infrastructure improvements that oversize roadways and result in traffic signals that are not warranted. It may be feasible to mitigate some or all of the potential deficiencies in a cost-effective manner by incorporating minor modifications to the site access and internal circulation plan before the construction of the Downtown Palm Springs Project is completed and through comprehensive event operations planning to successfully manage attendee travel before, during, and after planned special events.

Even if some or all of the mitigation strategies identified in Table 5-2 are determined to be infeasible, the transportation system LOS deficiencies identified in Table 5-1 should be of value in gauging the potential effects of a proposed event on traffic operations in the vicinity of the Downtown Palm Springs Park venue. Information regarding where and when problems may occur and the magnitude of those potential problems can be useful in managing travel during planned special events by better defining the scope of a site-specific Traffic Management Plan to successfully manage travel for future planned special events held at the Downtown Palm Springs Park.

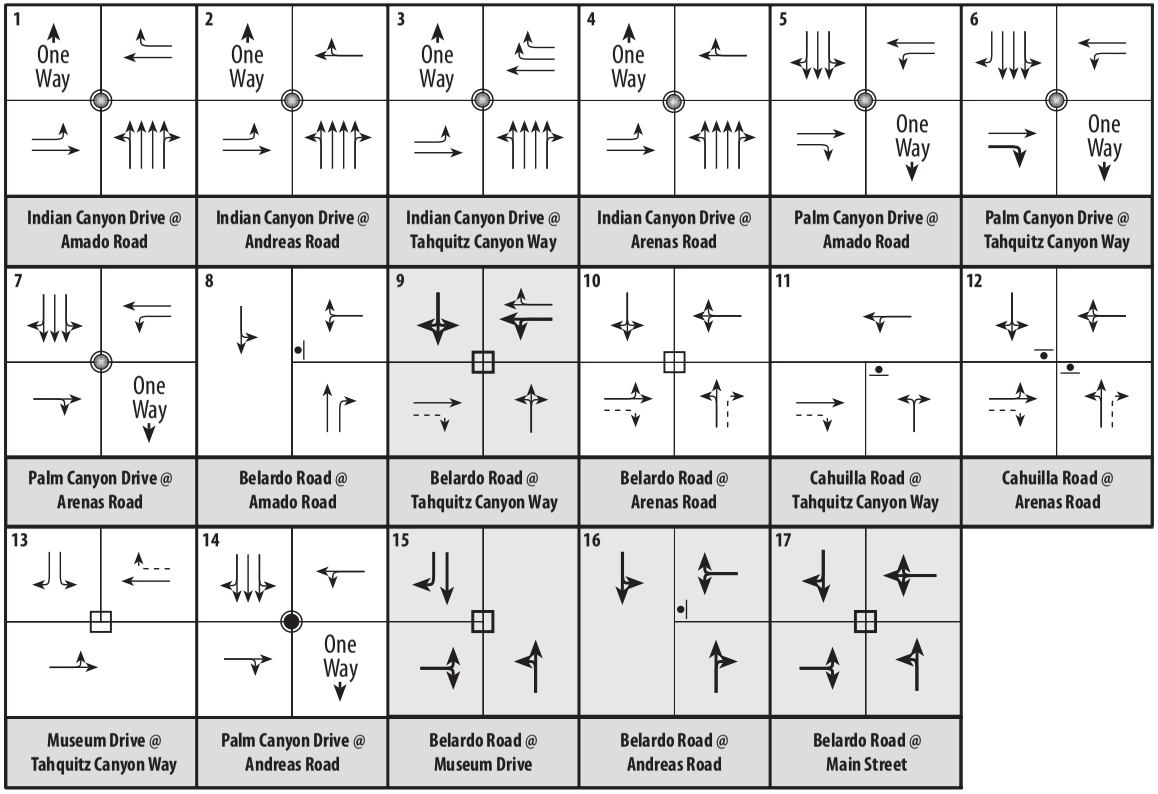
Special Events

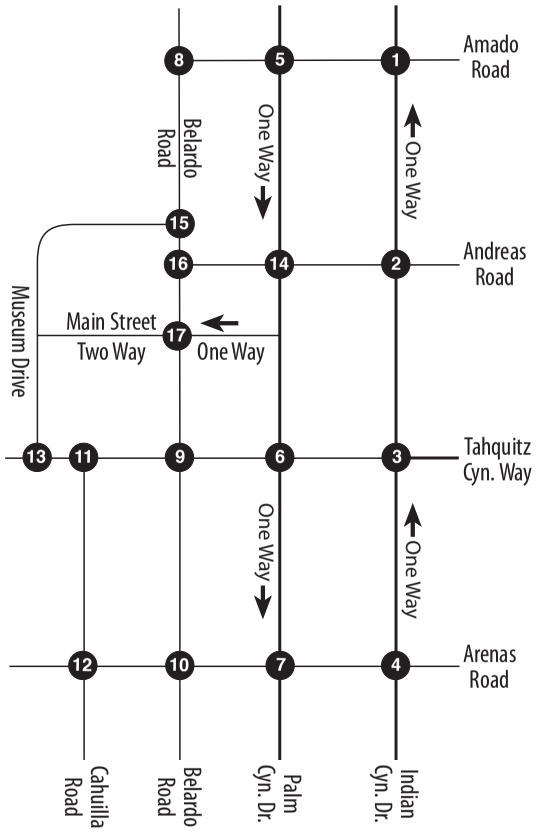
Factors Affecting the Impact of Special Events

The most critical factors in determining the impact of special events include: the travel demand, the road/site capacity, and the event operation. The travel demand is directly related to the event patron traffic, which is constrained by the venue attendance capacity. The travel demand is influenced by the event patron demographics, the average vehicle occupancy, acceptable walking times, percent walking trips, availability of

Figure 5-1

Recommended Minimum Lane Geometrics and Traffic Control at the Key Intersections





Legend

- 1 Intersection Number
- Signalized Intersection
- Stop Sign Control
- All Way Stop Conrol
- Right/Through/Left Lane
- Unmarked Right-Turn Lane
- Future Traffic Signal
- Exclusive Right-Turn Lane
- Through Lane
- Exclusive Left-Turn Lane
- Right/Left Lane
- Through/Right Lane
- Through/Left Lane

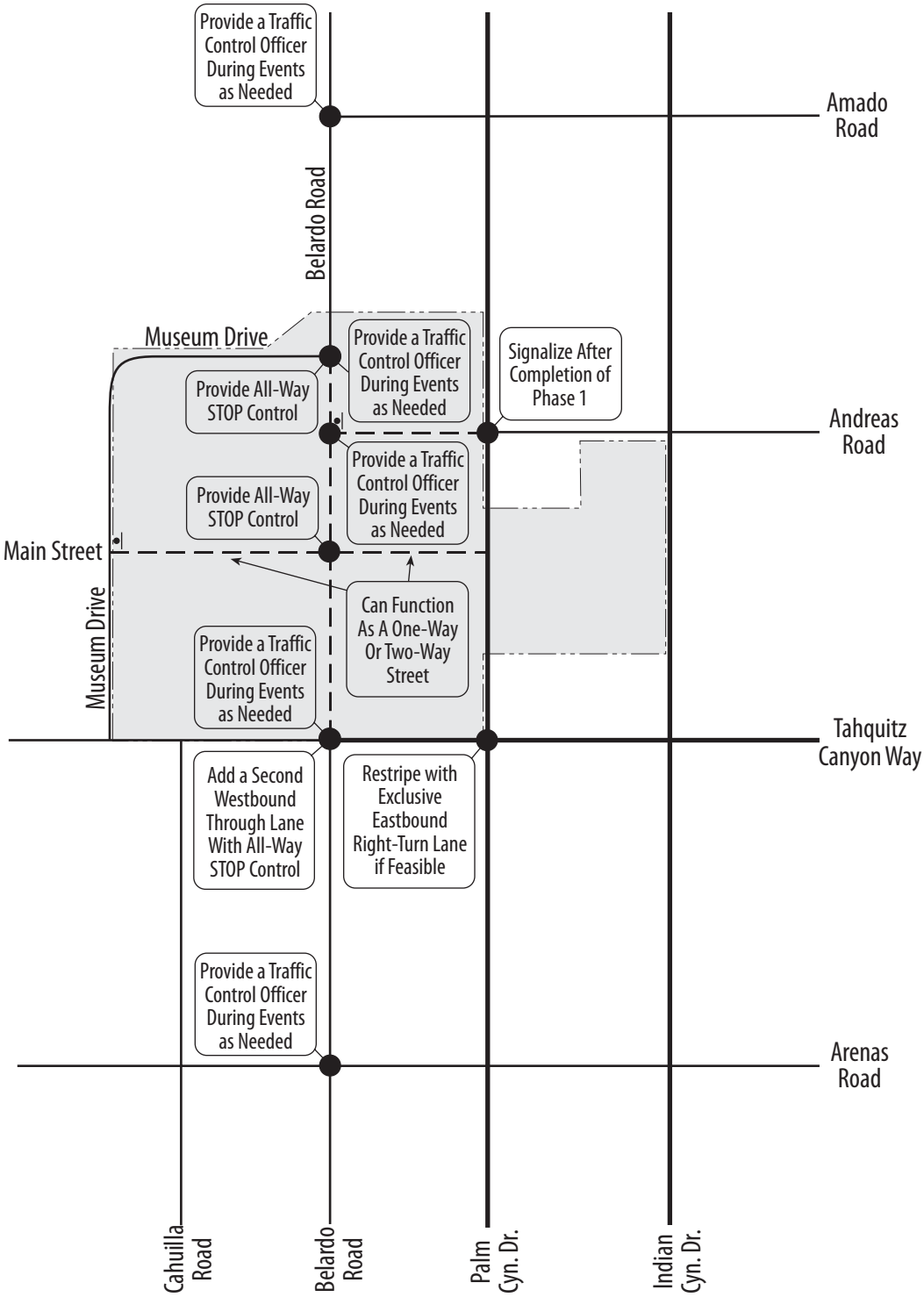
Note: Bolded arrows in shaded approaches represent new traffic lanes.

Endo Engineering

Schematic

Figure 5-2

Traffic Mitigation Strategies for the Downtown Palm Springs Project



Endo Engineering

Source:

Scale: 1" = 350'

parking areas, the cost of parking and admission, the presence of employment centers and hotels in the venue vicinity, and transit availability.

Roadway facilities that affect the travel demand associated with special events include: local streets connecting the major travel corridors to the venue site; the location and capacity of the site access points; accommodations for pedestrians and bicycles; geometrics and lane assignments; traffic control devices; and the location and capacity of off-street venue parking areas, on-street parking areas, and overflow parking areas. The number and location of transit stops serving the venue and the scope of the transit services at those stops are important factors as are incentives and promotions that encourage transit ridership.

Event logistics including: the hours of operation, the site opening and closing times, the road closures required to stage an event, and the number of parking spaces lost to stage an event (parking for event participants, hospitality tents, etc.) influence how well the transportation facilities will function before and after a planned special event. Event organizers will be responsible for identifying the extent of the road closures and the parking area needed to stage each event. It may be advisable to maintain a data archive related to operations for similar planned special events in the future.

Special Events at the Downtown Palm Springs Park

The Downtown Palm Springs Park would provide an opportunity to create a centrally located venue in the downtown area that would attract employees who work in close proximity, thereby reducing the number of vehicular trips generated. The availability of hotels in close proximity may result in a significant number of patrons staying at area hotels and walking to and from the venue. The study area has available roadway and parking capacity. Traffic operations at the Interstate 10 interchanges providing regional access were recently improved at Indian Canyon Drive, Palm Drive/Gene Autry Trail, and at Date Palm Drive.

The trip generation associated with a special event at the park with the potential to attract 4,000 attendees could nearly double the peak hour trip generation associated the entire project site during the hour before the event is scheduled to begin and the hour immediately following the event. The intersections surrounding the project site would be expected to experience additional delay and traffic congestion on a short-term basis associated with these peak events, particularly if they occur during Villagefest or other peak travel periods. For a worst-case assessment, the peak arrival and departure traffic associated with a design day event in Block E was combined with the peak hour traffic volumes of the surrounding streets to identify locations with the potential for LOS deficiencies and traffic congestion that could be mitigated by providing an additional lane or manual traffic control (the temporary assignment right of way by a traffic control officer to facilitate the more efficient movement of the heaviest traffic flows).

The project includes several alternative site access routes for vehicles approaching the site from the north on Palm Canyon Drive (including Amado Road, Andreas Road, Main Street, and Tahquitz Canyon Way). Access from the south via Indian Canyon Drive is more limited, with Tahquitz Canyon Way providing the primary access and Andreas Road functioning as a secondary access route. If the levels of delay experienced by northbound traffic on Indian Canyon Drive turning left onto Tahquitz Canyon Way becomes excessive, there are alternative routes available to avoid or bypass this movement. Motorists anticipating congestion have the option of turning left from Indian Canyon Drive onto Arenas Road and approaching the site on Belardo Road and Cahuilla Drive. Motorists can also turn left from Indian Canyon Drive onto Andreas Road or Amado Road and approach the site from the east or the north.

Mitigation Strategies to Address Potential LOS Deficiencies

For design day special events occurring at any time other than during Villagefest, all of the key intersections except four (Intersections 3, 6, 9, and 14) are projected to provide acceptable levels of service without mitigation. Mitigation strategies that reflect the projected future conditions at each of these four intersections are discussed below. It should be noted that the levels of special event traffic evaluated herein are preliminary. No information

was available identifying specific events, the days and times when those events would occur, the distribution of potential attendees by census tract, the potential for overflow parking at a remote location with attendees using shuttles to access the site, potential transit promotions/incentives etc.

Palm Canyon Drive at Andreas Road (Intersection 14)

Traffic signal control is recommended for the intersection of Palm Canyon Drive with Andreas Road prior to any development following the completion of the initial phase of the Downtown Palm Springs Project. This intersection is projected to operate at LOS F during the midday peak hour on Saturdays in the year 2017 with phase 1, but is not expected to meet signal warrants on an average weekday. When signalized, this intersection would have sufficient capacity to accommodate the year 2030+project buildout+design day event traffic associated with the Downtown Palm Springs Park at acceptable levels of service during the midday peak hour on Saturdays.

Palm Canyon Drive at Tahquitz Canyon Way (Intersection 6)

The level of service analysis for the intersection of Palm Canyon Drive and Tahquitz Canyon Way indicates the potential for congestion during the hour immediately following a design day special event in Block E. A substantial number of the event attendees are expected to use the intersection of Palm Canyon Drive and Tahquitz Canyon Way when exiting the project site. The eastbound approach to Palm Canyon Drive on Tahquitz Canyon Way provides a single shared through/right-turn lane.

The provision of an exclusive eastbound right-turn lane on Tahquitz Canyon Way would allow vehicles turning right onto Palm Canyon Drive to avoid the queue of eastbound vehicles in the through lane, reducing the levels of congestion at this intersection. With this lane, the intersection of Palm Canyon Drive and Tahquitz Canyon Way would provide acceptable levels of service for year 2030+project buildout+design day event traffic volumes during all times except during Villagefest. Without this lane, more motorists will use Belardo Road and Cahuilla Road, south of Tahquitz Canyon Way to bypass the intersection of Palm Canyon Drive and Tahquitz Canyon Way.

There appears to be sufficient pavement width on Tahquitz Canyon Way to accommodate an exclusive eastbound right-turn lane at Palm Canyon Drive. The centerline striping on Tahquitz Canyon Way may have to be relocated northerly to provide the additional width needed to accommodate an eastbound through lane and an exclusive eastbound right-turn lane.

Indian Canyon Drive and Tahquitz Canyon Way (Intersection 3)

The intersection of Indian Canyon Drive and Tahquitz Canyon Way is projected to operate at acceptable levels of service with year 2030+project buildout+design day event traffic volumes on weekdays. However, the service level at this intersection is projected to decrease to LOS F with year 2030+project buildout+design day event traffic volumes during the midday peak hour on Saturdays.

This potential LOS deficiency could be mitigated by providing a second westbound and eastbound through lane on Tahquitz Canyon Way. However, the width of Tahquitz Canyon Way is constrained at this location by on-street parking serving the existing commercial development fronting on Tahquitz Canyon Way, between Indian Canyon Drive and Palm Canyon Drive. It is unlikely that the permanent widening of Tahquitz Canyon Way including the elimination of on-street parking would be justified to mitigate a potential LOS deficiency that would be both infrequent and of short duration.

The potential LOS deficiency at this intersection (identified for the midday peak hour on Saturdays in the peak season) could be avoided by not scheduling major events with start times or end times during the midday peak hour (noon to 1:00 PM) on Saturdays. Motorists familiar with the area may avoid congestion at this intersection by using alternate routes to enter the site. These alternates include using Arenas Road to access Belardo Road or Cahuilla Road or turning left from Indian Canyon Drive onto either Andreas Road, or Amado Road.

Belardo Road at Tahquitz Canyon Way (Intersection 9)

The intersection of Belardo Road and Tahquitz Canyon Way is projected to operate at acceptable levels of service with year 2030+project buildout traffic volumes on weekdays with all-way stop control and a single approach lane in all four directions. However, this unsignalized intersection is projected to fail with year 2030+project buildout traffic volumes during the midday peak hour on Saturdays. This intersection is also projected to operate at LOS F in the highest volume hour during Villagefest (7:30 PM - 8:30 PM on Thursdays) and during the hour immediately before and after a design day special event is held in Block E.

The provision of a second westbound through lane on Tahquitz Canyon Way, both east and west of Belardo Road, could mitigate the potential LOS deficiency at this intersection projected for the midday peak hour on Saturdays. This lane would need to extend west of Belardo Road to the on-site event parking access to accommodate vehicles turning right into the on-site parking area.

Even with the additional westbound lane on Tahquitz Canyon Way, east and west of Belardo Road, a potential LOS deficiency would still occur at this unsignalized intersection during the hour immediately before and after a design day special event is held in Block E without additional mitigation such as officer-assisted traffic control. The delay and congestion at this intersection during Villagefest and on Saturdays without mitigation may not be considered significant because it would be temporary and occur infrequently.

Any special events planned for the Downtown Palm Springs Park venue that are scheduled for time periods when the key intersections may experience excessive delay and substantial congestion should provide Traffic Management Plans that emphasize strategies to reduce traffic volumes approaching the site and spread the inbound traffic demand over an extended period. Providing promotions or incentives that encourage attendees to come early, increase vehicle occupancy, arrive on public transit vehicles, park at offsite locations and walk, ride bicycles, or shuttles to the event, etc. have been shown to be effective techniques.

Mitigation Strategies During Villagefest

During Villagefest, traffic volumes increase on site from both the additional visitors to Villagefest and the closure of Palm Canyon Drive between Amado Road and Baristo Road. As shown in Figure 3-7, approximately 300 southbound trips per hour are diverted from Palm Canyon Drive onto Belardo Road during Villagefest. The new traffic count on Belardo Road, south of Amado Road (prior to the seasonal adjustment) identified 2,143 more vehicles on Belardo Road between 11:00 AM and midnight on Thursday than on Wednesday. Between 5:00 PM and 10:00 PM during Villagefest the southbound traffic volume on Belardo Road increased by 200 to 356 vehicles per hour.

The key intersections along Belardo Road are projected to operate at acceptable levels of service with the increased volumes associated with Villagefest upon completion of the initial phase of the Downtown Palm Springs Project. The intersection of Belardo Road and Tahquitz Canyon Way is projected to operate at LOS F with the year 2030+project buildout traffic volumes during Villagefest (without special event traffic), assuming a single-lane approach in each direction with all-way stop control. With the addition of a second westbound through lane on Tahquitz Canyon Way (east and west of Belardo Road) this LOS deficiency can be mitigated and acceptable levels of service can be maintained.

Once the initial phase of development is completed, a potential LOS deficiency is projected to occur at two of the key intersections along Belardo Road when a design day special event is scheduled during Villagefest. The deficiency is projected to occur between 7:30 PM and 8:30 PM at the intersection of Belardo Road and Tahquitz Canyon Way (Intersection 9) and at the intersection of Belardo Road and Arenas Road (Intersection 10) without mitigation.

If a design day event is scheduled in Block E during Villagefest in the year 2030 upon buildout of the Downtown Palm Springs Project, a potential LOS deficiency is projected to occur at five of the six key intersections along Belardo Road without mitigation. These intersections include: Belardo Road at Amado Road (Intersection 8), Belardo Road at Tahquitz Canyon Way (Intersection 9), Belardo Road at Arenas Road (Intersection 10), Belardo Road at Museum Drive (Intersection 15), and Belardo Road at Andreas Road (Intersection 16). If a design day event is scheduled in Block E during Villagefest, the intersections along Belardo Road that are projected to operate at LOS F could be mitigated by providing traffic control officers to manually direct traffic. A Traffic Management Plan for the event should be required that includes techniques to manage traffic demands at Intersection 8, 9, 10, 15, and 16. The Traffic Management Plan should consider additional TDM strategies such as limiting the size of events held during Villagefest and not scheduling major event start or end times that coincide with the highest volume hour on Belardo Road during Villagefest (7:30-8:30 PM).

5B. Required Improvements

The special events addressed for the design day are not typical everyday occurrences. Bt their very nature, they are "special" and can be most effectively addressed individually by a site-specific traffic management plan tailored to address potential congestion by providing additional capacity at locations where LOS deficiencies and traffic congestion are most likely to occur. Certain proposed mitigation measures associated with addressing traffic conditions during Villagefest or special events that adequately address these short-term impacts may be substituted with other measures or appropriate conditions of approval attached to any required special event or other use permits (such as those required to close public roadways for community festivals).

Belardo Road at Tahquitz Canyon Way (Intersection 9)

The improvements recommended for this 4-way intersection to improve the capacity for special event traffic include the following:

- Install all-way STOP control.
- Provide two westbound approach lanes on Tahquitz Canyon Way that are carried through the intersection at Belardo Road to accommodate motorists entering the event parking area west of Belardo Road.
- A single-lane approach would be adequate for the northbound, southbound, and eastbound approaches.

If the provision of two westbound through lanes is not feasible at this intersection, an alternate form of mitigation would include the installation of traffic control signals. However, the projected traffic volumes may not meet the traffic signal warrants on an average weekday in the peak season upon project buildout. Standard engineering practice is to provide two lanes on each approach when traffic signals are installed.

Palm Canyon Drive at Andreas Road (Intersection 14)

Traffic signal control is recommended for the intersection of Palm Canyon Drive with Andreas Road prior to any development following the completion of the initial phase of the Downtown Palm Springs Project. This intersection is projected to meet traffic signal warrants and provide unacceptable levels of service in the year 2017 immediately following the completion of the initial phase of development. With traffic control signals, this intersection would have sufficient capacity to accommodate the future peak hour traffic demands at acceptable levels of service in the peak season.

Belardo Road at Museum Drive (Intersection 15)

- Install all-way STOP control.
- A single-lane approach would be adequate for all approaches.
- An exclusive southbound right-turn lane is optional, but proposed.

Belardo Road at Andreas Road (Intersection 16)

- Install two-way STOP control on westbound approach.
- A single-lane approach would be adequate for all approaches.

Belardo Road at Main Street (Intersection 17)

- Install all-way STOP control.
- A single-lane approach would be adequate for all approaches.

5C. Compliance With City Standards and Policies

LOS D or better operation shall be provided and maintained at the key intersections under typical weekday peak hour conditions during the peak season. The project proponent shall dedicate appropriate right-of-way to accommodate the ultimate improvement of all General Plan roadways on and abutting the site. In addition, circulation improvements will be made in conjunction with the proposed development on-site as outlined in the Museum Market Plaza Specific Plan. The project proponent will comply City of Palm Springs requirements regarding the provision of bikeway improvements on or adjacent to the site to replace the segments vacated and abandoned on Belardo Road/Museum Drive. The project proponent will coordinate with SunLine Transit Agency regarding public transit facilities on-site.

The Coachella Valley Association of Governments (CVAG) has developed a Transportation Uniform Mitigation Fee (TUMF) that compliments the objectives of the Congestion Management Program (CMP). In addition, the City of Palm Springs has adopted an approved TDM Ordinance. The proposed project will participate in the TUMF program and comply with the City of Palm Springs TDM Ordinance requirements.

5D. Transportation Uniform Mitigation Fee (TUMF) Program

The project proponent shall contribute traffic impact mitigation fees, by participating in the Transportation Uniform Mitigation Fee (TUMF) program. The project proponent shall incrementally pay Transportation Uniform Mitigation Fees (TUMF) and other transportation improvement fees required by the City of Palm Springs.

5E. Compliance With the Palm Springs General Plan

The Downtown Palm Springs Project is consistent with the approved Museum Market Plaza Specific Plan. All of the key intersections are projected to operate at acceptable levels of service during the weekday peak hours in the peak season of the year 2030 upon buildout of the Downtown Palm Springs Project provided the intersection of Palm Canyon Drive and Andreas Road is signalized after the initial phase, before additional site development occurs. The Downtown Palm Springs Project appears to be consistent with the Palm Springs General Plan.

The project would comply with the following circulation goals set forth in the Circulation Element of the *Palm Springs 2007 General Plan*.

- Establish and maintain an efficient, interconnected circulation system that accommodates vehicular travel, walking, bicycling, public transit, and other forms of transportation.
- Establish improved levels of service for efficient traffic flow and provide a safe circulation system.
- Provide efficient circulation in the Downtown to support its role as the City's primary retail center.
- Reduce the City's dependence on the use of single-passenger vehicles by enhancing mass transit opportunities.

- Provide improved mobility for City residents to access local services.
- Establish the City of Palm Springs as the premiere provider of recreational trails and bikeways in the Coachella Valley.
- Create a pedestrian experience that is attractive to both residents and visitors.
- Develop a system of parking facilities and operations that serve current and future commercial and residential uses and preserve the quality of life in residential neighborhoods.

The project would maintain LOS D or better operation for the City's circulation network, as measured using "in season" peak hour conditions. The project would provide travel choices to reduce traffic congestion. Accommodate pedestrian access, including handicapped accessibility in accordance with current ADA regulations. Traffic signal timing would adequately provide for safe pedestrian crossing. It would provide shade on sidewalks in the downtown to make walking more appealing during the summer months. It would provide and maintain trash receptacles, benches, shade structures, drinking fountains, and other amenities in pedestrian corridors. It would provide barrier-free accessibility for all handicapped residents, employees and visitors, including special designs to accommodate ADA-required path of travel separation from vehicular lanes.

The project would establish roadway designs that complement the community character and contribute to the livability of neighborhoods and commercial districts (i.e., width, sidewalks, parking, landscaping, etc.). It would incorporate trails and pedestrian and bicycle linkages to reduce dependence on vehicular use. It would provide bike racks and other bicycle amenities throughout the City to encourage bicycle use as an alternative to vehicular use.

6.0 RECOMMENDATIONS

The *Museum Market Plaza Specific Plan Final EIR* includes mitigation measures that would reduce the potentially significant impacts identified in the 2008 TIS to less than significant. Since 2008, the east-west boulevard shown in the Museum Market Plaza Specific Plan as Museum Way has been replaced by Main Street, which no longer connects Indian Canyon Drive to Palm Canyon Drive across Block K. This modification to the roadway configuration would reduce the number of conflicting turning movements along Palm Canyon Drive and along Indian Canyon Drive associated with access to and from the project site. This is an important improvement that would also reduce the potential for vehicular-pedestrian conflicts. It also respects the historical status of the Town & Country Center.

The loss of east-west connectivity across Block K would be alleviated, to some extent, by: (1) the westerly extension of Andreas Road to Belardo Road, (2) the conversion of Andreas Road to accommodate two-way travel between Indian Canyon Drive and Palm Canyon Drive, and (3) retaining the connection between Museum Drive and Belardo Road. This would improve access to better accommodate the travel demands associated with buildout of the Palm Springs Downtown Project.

Special Events

One objective of this study was to evaluate the adequacy of the site access to accommodate design day events held in Block E as well as simultaneous peak season activities throughout the remainder of the project site. The travel demands associated with planned special events in Block E would be highly directional, with heavy inbound flows during the hour prior to an event and heavy outbound flows during the hour immediately following the event. Depending on the event attendance and its scheduled start and end times, the demand for site access on a design day during the highest volume hours could be nearly twice the demand anticipated on a peak season weekday day without an event.

The on-site special event parking would be accessed from Tahquitz Canyon Way, west of Belardo Road, and from Museum Drive. Since the site-generated traffic would be required to access this parking, the design day event traffic would increase the westbound traffic volumes on Tahquitz Canyon Way, between Indian Canyon Drive and the parking access, during the hour prior to a special event. During the hour following a special event, the eastbound traffic volumes would increase on Tahquitz Canyon Way, between the parking access and Palm Canyon Drive, where motorists would be making eastbound right turns to travel southbound. To accommodate this movement and maintain acceptable levels of service with design day events, the mitigation strategies identified in the 2008 TIS have been refined, as discussed in Section 5.

Effect of Main Street On Site Access During Special Events

The Preferred Project evaluated in the 2008 TIS included Museum Way extending from Indian Canyon Drive across Block K to Palm Canyon Drive. Museum Way was eliminated from the Specific Plan and replaced by Main Street, which would not connect Indian Canyon Drive to Palm Canyon Drive across Block K. However, if Main Street were to be extended across Block K and function as a two-way street, the heavy eastbound right-turn volume projected for Tahquitz Canyon Way at Palm Canyon Drive following special events could be partially accommodated by the right-turn movement from Main Street onto Palm Canyon Drive. The extension of Main Street across Block K as a two-way street could also accommodate a portion of the demand for northbound left turns from Indian Canyon Drive onto Tahquitz Canyon Way prior to special events.

If Main Street were to be extended from Indian Canyon Drive to Palm Canyon Drive across Block K and function as a one-way (westbound) street, it could accommodate a portion of the inbound traffic approaching the site on Indian Canyon Way prior to special events. This would reduce the heavy demand for northbound left

turns from Indian Canyon Way at Tahquitz Canyon Way as well as the heavy westbound through volume on Tahquitz Canyon Way crossing Belardo Road to enter the event parking area.

6A. Roadway Improvements

Recommendations For Weekday LOS Deficiencies Following Phase 1

The intersection of Palm Canyon Drive and Andreas Road (Intersection 14) should be signalized after the initial phase of development is completed in the year 2017, before additional site development is initiated. With this mitigation, all of the key intersections are projected to operate at acceptable levels of service during the weekday peak hours in the peak season of the year 2030 upon buildout of the Downtown Palm Springs Project.

Recommendations For Year 2030 Saturday LOS Deficiencies

The intersection of Belardo Road with Tahquitz Canyon Way should be improved to provide two westbound through lanes with all-way stop control or signalized to accommodate the midday peak hour traffic volumes projected for Saturdays upon project completion. The applicant or developer should be responsible for providing two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road when the intersection is reconstructed to extend Belardo Road to mitigate the LOS deficiency identified during the midday peak hour on Saturdays in the year 2030 upon project buildout. The second westbound lane can be discontinued west of the access to the parking structure. This westbound lane would provide storage for vehicles entering the parking structure without blocking the westbound travel lane on Tahquitz Canyon Way. With this improvement and all-way stop control, a single lane northbound, southbound, and eastbound approach would be adequate. If it is not feasible to provide two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road, this intersection would need traffic control signals to maintain acceptable levels of service with year 2030+project buildout traffic volumes during the midday peak hour on Saturdays.

Recommendations For Special Event LOS Deficiencies

The CA MUTCD states "The peak hour signal warrant is intended for use at a location where traffic conditions are such that for a minimum of one hour on an average day, the minor street traffic suffers undue delay when entering or crossing the major street." Based on this guidance, it is not appropriate to identify the need for a traffic control signal based on temporary traffic volumes that are expected to occur during an hour or two when special events are held from time to time.

The intersection of Palm Canyon Drive with Tahquitz Canyon Way should be restriped prior to the first design day event to add an exclusive eastbound right-turn lane to reduce congestion following special events held at the Downtown Palm Springs Park.

A traffic management plan should be developed that identifies key intersections where congestion may occur and the necessary steps to minimize the potential impact of special event. This plan should include measures to reduce the peak traffic flow to the park and should direct the flow of traffic to available parking areas. The traffic management plan should be updated based on prior experiences to insure that the potential LOS deficiencies are minimized.

Traffic operations should be monitored during special events to identify congested intersections in the vicinity to facilitate the creation of a database for use in improving the effectiveness of the traffic management plans over time. A fund should be established to support the monitoring program and maintain the database.

Recommendations Regarding Previously Required Intersection Improvements

As proposed, the Downtown Palm Springs Project would comply with all applicable mitigation measures identified in the Specific Plan EIR. Table III-44 in the Specific Plan EIR identifies intersection improvements for weekday and Saturday impacts in the year 2030 as well as additional mitigation required for impacts during Villagefest.

Previous Mitigation For Year 2030 Weekdays and Saturdays

Palm Canyon Drive with Museum Way

Table III-44 in the Specific Plan EIR requires mitigation for two key intersections that would not exist with the current roadway configuration. Mitigation specified for the intersection of Palm Canyon Drive with Museum Way is no longer applicable since Museum Way was eliminated from the Specific Plan when it was approved. As a one-way (westbound) roadway, Main Street would not require an eastbound through or right-turn lane or a westbound through or right-turn lane at the intersection of Palm Canyon Drive.

The traffic control signal required to assign the right-of-way to non-conflicting turning movements at the intersection of Museum Way and Palm Canyon Drive would not be required if Main Street operates as a one-way (westbound) roadway. However, a pedestrian crossing signal may still be desirable on Palm Canyon Drive at Main Street.

Indian Canyon Drive at Museum Way

The mitigation for Indian Canyon Drive at Museum Way is no longer applicable, since Museum Way was eliminated from the Specific Plan when it was approved. Main Street would not intersect Indian Canyon Drive. No traffic signal would be required and no eastbound left-turn lane would be required since the intersection of Indian Canyon Drive and Museum Way would not exist with the current roadway configuration.

Belardo Road at Museum Way

The mitigation required per Table III-44 in the Specific Plan EIR for this intersection should be modified to change the intersection name to Belardo Road at Main Street. The two-way stop control previously required should be changed to all-way stop control. The construction of a single approach lane on all legs of the intersection would still be applicable. If Main Street is operated as a one-way street between Palm Canyon Drive and Belardo Road, appropriate pavement markings and signage per the CA MUTCD would be required to minimize the potential for wrong-way travel on Main Street by motorists not familiar with the area.

Belardo Road at Tahquitz Canyon Way

The two-way stop control previously required for this intersection should be modified to reflect all-way stop control. The approach lane geometrics identified in Table III-44 in the Specific Plan EIR would provide the flexibility accommodate a wide range of travel demands during different peak hours on various days, including motorists entering the intersection from various directions when entering and leaving special events.

The most critical traffic flow at this intersection would be the westbound through movement prior to design day special events. Consequently, two westbound lanes on Tahquitz Canyon Way that are carried through the intersection at Belardo Road to the parking facility access would be required with all-way stop control to provide acceptable LOS for the year 2030 on Saturdays upon project buildout. As noted previously, it is not feasible to provide two westbound lanes on Tahquitz Canyon Way east and west of Belardo Road, this intersection would need traffic control signals to maintain acceptable levels of service with year 2030+project buildout traffic volumes during the midday peak hour on Saturdays.

Previous Mitigation For Year 2030 During Villagefest

Table III-44 in the Specific Plan EIR identifies the installation of traffic signals at three key intersections as additional mitigation required for conditions in the year 2030 during Villagefest. Two of those intersections (Intersection 8) and (Intersection 10) are located off site and the third intersection (Belardo at Museum Way) is now Belardo Road at Main Street (Intersection 17).

None of these traffic control signals are warranted or recommended with the current roadway configuration and updated traffic projections. The addition of a northbound and a southbound left-turn lane previously required for Intersection 10 and Intersection 17 per Table III-44 in the Specific Plan EIR is no longer recommended or required.

6B. Transportation System Management Actions

The project will comply with all applicable provisions of the City of Palm Springs adopted Transportation Demand Management (TDM) Ordinance. Bicycle racks or bicycle parking facilities may be required in any development submitted for architectural approval. If required, the location and design of these facilities shall be shown on the Site Plan and subject to the review and approval of the City Engineer.

Appendices

A. Traffic Count Data
B. HCM 2000 Methodology and Worksheets
C. Traffic Signal Warrant Worksheets
D. List of Acronyms and Glossary
E. Relevant General Plan Goals, Policies and Actions

Appendix A

TRAFFIC COUNT DATA

1. 24-Hour Machine Count Data
2. Peak Hour Turning Movement Count Data

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email.counts@countsunlimited.com

City of Palm Springs
Indian Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS001
Site Code: 009-15442

Start Time	19-Aug-15 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		32	**239**			0	0				
12:15		28	**216**			0	0				
12:30		20	**199**			0	0				
12:45		16	**224**	96	878	0	0	0	0	96	878
01:00		18	205			0	0				
01:15		18	209			0	0				
01:30		14	224			0	0				
01:45		16	212	66	850	0	0	0	0	66	850
02:00		15	193			0	0				
02:15		10	200			0	0				
02:30		12	171			0	0				
02:45		17	187	54	751	0	0	0	0	54	751
03:00		10	215			0	0				
03:15		12	204			0	0				
03:30		6	209			0	0				
03:45		3	200	31	828	0	0	0	0	31	828
04:00		15	180			0	0				
04:15		11	163			0	0				
04:30		20	194			0	0				
04:45		20	178	66	715	0	0	0	0	66	715
05:00		21	185			0	0				
05:15		29	181			0	0				
05:30		34	161			0	0				
05:45		46	142	130	669	0	0	0	0	130	669
06:00		35	137			0	0				
06:15		44	154			0	0				
06:30		61	145			0	0				
06:45		73	138	213	574	0	0	0	0	213	574
07:00		77	116			0	0				
07:15		81	139			0	0				
07:30		119	125			0	0				
07:45		143	103	420	483	0	0	0	0	420	483
08:00		130	131			0	0				
08:15		148	121			0	0				
08:30		119	135			0	0				
08:45		175	98	572	485	0	0	0	0	572	485
09:00		151	86			0	0				
09:15		178	98			0	0				
09:30		173	103			0	0				
09:45		190	88	692	375	0	0	0	0	692	375
10:00		166	73			0	0				
10:15		217	69			0	0				
10:30		196	73			0	0				
10:45		185	73	764	288	0	0	0	0	764	288
11:00		**192**	47			0	0				
11:15		**179**	48			0	0				
11:30		**207**	64			0	0				
11:45		**215**	36	793	195	0	0	0	0	793	195
Total		3897	7091	3897	7091	0	0	0	0	3897	7091
Combined Total		10988		10988		0		0		10988	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	793	-	-	-	-	-	-	-	-	-
P.H.F.		0.922									
PM Peak	-	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	-	878	-	-	-	-	-	-	-	-
P.H.F.			0.918								
Percentage		35.5%	64.5%			0.0%	0.0%				

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email.counts@countsunlimited.com

City of Palm Springs
Indian Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS001
Site Code: 009-15442

Start Time	20-Aug-15 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		30	185			0	0				
12:15		31	**220**			0	0				
12:30		23	**211**			0	0				
12:45		23	**212**	107	828	0	0	0	0	107	828
01:00		23	**232**			0	0				
01:15		22	210			0	0				
01:30		15	201			0	0				
01:45		15	207	75	850	0	0	0	0	75	850
02:00		17	226			0	0				
02:15		14	186			0	0				
02:30		10	209			0	0				
02:45		11	180	52	801	0	0	0	0	52	801
03:00		10	210			0	0				
03:15		7	190			0	0				
03:30		7	212			0	0				
03:45		12	190	36	802	0	0	0	0	36	802
04:00		9	206			0	0				
04:15		17	157			0	0				
04:30		11	180			0	0				
04:45		19	191	56	734	0	0	0	0	56	734
05:00		19	210			0	0				
05:15		32	176			0	0				
05:30		37	177			0	0				
05:45		28	202	116	765	0	0	0	0	116	765
06:00		48	176			0	0				
06:15		58	163			0	0				
06:30		53	166			0	0				
06:45		75	166	234	671	0	0	0	0	234	671
07:00		62	161			0	0				
07:15		99	172			0	0				
07:30		109	152			0	0				
07:45		104	192	374	677	0	0	0	0	374	677
08:00		128	166			0	0				
08:15		142	165			0	0				
08:30		146	129			0	0				
08:45		173	130	589	590	0	0	0	0	589	590
09:00		157	134			0	0				
09:15		177	133			0	0				
09:30		159	137			0	0				
09:45		203	118	696	522	0	0	0	0	696	522
10:00		180	111			0	0				
10:15		199	138			0	0				
10:30		174	128			0	0				
10:45		**236**	98	789	475	0	0	0	0	789	475
11:00		**191**	90			0	0				
11:15		**225**	70			0	0				
11:30		**191**	67			0	0				
11:45		212	44	819	271	0	0	0	0	819	271
Total		3943	7986	3943	7986	0	0	0	0	3943	7986
Combined Total		11929		11929		0		0		11929	
AM Peak	-	10:45	-	-	-	-	-	-	-	-	-
Vol.	-	843	-	-	-	-	-	-	-	-	-
P.H.F.		0.893									
PM Peak	-	-	00:15	-	-	-	-	-	-	-	-
Vol.	-	-	875	-	-	-	-	-	-	-	-
P.H.F.			0.943								
Percentage		33.1%	66.9%			0.0%	0.0%				

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City of Palm Springs
Indian Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS001
Site Code: 009-15442

Start Time	21-Aug-15 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		37	221			0	0				
12:15		43	221			0	0				
12:30		36	**236**			0	0				
12:45		37	**225**	153	903	0	0	0	0	153	903
01:00		32	**234**			0	0				
01:15		30	**226**			0	0				
01:30		24	192			0	0				
01:45		31	217	117	869	0	0	0	0	117	869
02:00		27	266			0	0				
02:15		22	210			0	0				
02:30		13	212			0	0				
02:45		13	220	75	908	0	0	0	0	75	908
03:00		16	247			0	0				
03:15		21	203			0	0				
03:30		7	194			0	0				
03:45		12	194	56	838	0	0	0	0	56	838
04:00		12	210			0	0				
04:15		17	199			0	0				
04:30		12	195			0	0				
04:45		27	207	68	811	0	0	0	0	68	811
05:00		24	214			0	0				
05:15		17	189			0	0				
05:30		41	185			0	0				
05:45		19	169	101	757	0	0	0	0	101	757
06:00		43	174			0	0				
06:15		50	160			0	0				
06:30		54	168			0	0				
06:45		61	161	208	663	0	0	0	0	208	663
07:00		87	169			0	0				
07:15		94	165			0	0				
07:30		100	139			0	0				
07:45		136	150	417	623	0	0	0	0	417	623
08:00		144	189			0	0				
08:15		129	164			0	0				
08:30		141	140			0	0				
08:45		152	143	566	636	0	0	0	0	566	636
09:00		170	158			0	0				
09:15		152	147			0	0				
09:30		205	153			0	0				
09:45		**198**	158	725	616	0	0	0	0	725	616
10:00		**208**	120			0	0				
10:15		**205**	141			0	0				
10:30		**220**	132			0	0				
10:45		190	114	823	507	0	0	0	0	823	507
11:00		196	124			0	0				
11:15		205	106			0	0				
11:30		210	113			0	0				
11:45		219	123	830	466	0	0	0	0	830	466
Total		4139	8597	4139	8597	0	0	0	0	4139	8597
Combined Total		12736		12736		0		0		12736	
AM Peak	-	09:45	-	-	-	-	-	-	-	-	-
Vol.	-	831	-	-	-	-	-	-	-	-	-
P.H.F.		0.944									
PM Peak	-	-	00:30	-	-	-	-	-	-	-	-
Vol.	-	-	921	-	-	-	-	-	-	-	-
P.H.F.			0.976								
Percentage		32.5%	67.5%			0.0%	0.0%				

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City of Palm Springs
Indian Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS001
Site Code: 009-15442

Start Time	22-Aug-15 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		68	199			0	0				
12:15		92	**255**			0	0				
12:30		77	**241**			0	0				
12:45		60	**211**	297	906	0	0	0	0	297	906
01:00		56	**220**			0	0				
01:15		67	192			0	0				
01:30		59	215			0	0				
01:45		89	186	271	813	0	0	0	0	271	813
02:00		70	216			0	0				
02:15		44	212			0	0				
02:30		36	176			0	0				
02:45		44	199	194	803	0	0	0	0	194	803
03:00		27	189			0	0				
03:15		32	194			0	0				
03:30		18	182			0	0				
03:45		26	207	103	772	0	0	0	0	103	772
04:00		13	193			0	0				
04:15		20	173			0	0				
04:30		15	188			0	0				
04:45		27	173	75	727	0	0	0	0	75	727
05:00		26	178			0	0				
05:15		22	181			0	0				
05:30		19	172			0	0				
05:45		40	179	107	710	0	0	0	0	107	710
06:00		45	190			0	0				
06:15		49	184			0	0				
06:30		50	180			0	0				
06:45		55	194	199	748	0	0	0	0	199	748
07:00		71	160			0	0				
07:15		65	179			0	0				
07:30		72	187			0	0				
07:45		85	206	293	732	0	0	0	0	293	732
08:00		112	168			0	0				
08:15		115	206			0	0				
08:30		108	176			0	0				
08:45		161	178	496	728	0	0	0	0	496	728
09:00		153	169			0	0				
09:15		159	178			0	0				
09:30		174	156			0	0				
09:45		181	186	667	689	0	0	0	0	667	689
10:00		171	153			0	0				
10:15		178	183			0	0				
10:30		192	176			0	0				
10:45		177	176	718	688	0	0	0	0	718	688
11:00		**206**	154			0	0				
11:15		**210**	149			0	0				
11:30		**210**	179			0	0				
11:45		**236**	150	862	632	0	0	0	0	862	632
Total		4282	8948	4282	8948	0	0	0	0	4282	8948
Combined Total		13230		13230		0		0		13230	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	862	-	-	-	-	-	-	-	-	-
P.H.F.		0.913									
PM Peak	-	-	00:15	-	-	-	-	-	-	-	-
Vol.	-	-	927	-	-	-	-	-	-	-	-
P.H.F.			0.909								
Percentage		32.4%	67.6%			0.0%	0.0%				
ADT/AADT		ADT 12,221		AADT 12,221							

Counts Unlimited, Inc.

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City of Palm Springs
Palm Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS002
Site Code: 009-15442

Start Time	19-Aug-15 Wed	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		24	165			0	0				
12:15		28	27			0	0				
12:30		23	133			0	0				
12:45		15	**162**	90	487	0	0	0	0	90	487
01:00		24	**179**			0	0				
01:15		23	**156**			0	0				
01:30		9	**165**			0	0				
01:45		13	157	69	657	0	0	0	0	69	657
02:00		16	146			0	0				
02:15		14	152			0	0				
02:30		14	159			0	0				
02:45		9	147	53	604	0	0	0	0	53	604
03:00		7	168			0	0				
03:15		12	152			0	0				
03:30		9	133			0	0				
03:45		6	156	34	609	0	0	0	0	34	609
04:00		10	160			0	0				
04:15		10	138			0	0				
04:30		10	139			0	0				
04:45		11	119	41	556	0	0	0	0	41	556
05:00		15	132			0	0				
05:15		13	121			0	0				
05:30		23	158			0	0				
05:45		27	125	78	536	0	0	0	0	78	536
06:00		38	114			0	0				
06:15		36	114			0	0				
06:30		55	103			0	0				
06:45		76	104	205	435	0	0	0	0	205	435
07:00		93	127			0	0				
07:15		101	120			0	0				
07:30		112	120			0	0				
07:45		112	117	418	484	0	0	0	0	418	484
08:00		148	98			0	0				
08:15		130	109			0	0				
08:30		130	115			0	0				
08:45		143	110	551	432	0	0	0	0	551	432
09:00		148	96			0	0				
09:15		157	81			0	0				
09:30		126	81			0	0				
09:45		119	89	550	347	0	0	0	0	550	347
10:00		152	75			0	0				
10:15		127	61			0	0				
10:30		161	61			0	0				
10:45		121	32	561	229	0	0	0	0	561	229
11:00		**167**	37			0	0				
11:15		**155**	38			0	0				
11:30		**158**	50			0	0				
11:45		**173**	50	653	175	0	0	0	0	653	175
Total		3303	5551	3303	5551	0	0	0	0	3303	5551
Combined Total		8854		8854		0		0		8854	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	653	-	-	-	-	-	-	-	-	-
P.H.F.		0.944									
PM Peak	-	-	00:45	-	-	-	-	-	-	-	-
Vol.	-	-	662	-	-	-	-	-	-	-	-
P.H.F.			0.925								
Percentage		37.3%	62.7%			0.0%	0.0%				

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City of Palm Springs
Palm Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS002
Site Code: 009-15442

Start Time	20-Aug-15 Thu	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		24	**200**			0	0				
12:15		22	**189**			0	0				
12:30		18	**194**			0	0				
12:45		21	**173**	85	756	0	0	0	0	85	756
01:00		15	165			0	0				
01:15		19	172			0	0				
01:30		18	173			0	0				
01:45		11	178	63	688	0	0	0	0	63	688
02:00		18	162			0	0				
02:15		11	153			0	0				
02:30		5	195			0	0				
02:45		10	173	44	683	0	0	0	0	44	683
03:00		4	179			0	0				
03:15		8	148			0	0				
03:30		10	140			0	0				
03:45		12	192	34	659	0	0	0	0	34	659
04:00		5	168			0	0				
04:15		6	168			0	0				
04:30		14	152			0	0				
04:45		19	138	44	626	0	0	0	0	44	626
05:00		24	138			0	0				
05:15		16	166			0	0				
05:30		20	142			0	0				
05:45		27	81	87	527	0	0	0	0	87	527
06:00		28	18			0	0				
06:15		37	9			0	0				
06:30		59	8			0	0				
06:45		70	1	194	36	0	0	0	0	194	36
07:00		103	1			0	0				
07:15		83	0			0	0				
07:30		90	0			0	0				
07:45		121	0	397	1	0	0	0	0	397	1
08:00		127	0			0	0				
08:15		128	0			0	0				
08:30		118	0			0	0				
08:45		131	0	504	0	0	0	0	0	504	0
09:00		149	0			0	0				
09:15		145	0			0	0				
09:30		143	0			0	0				
09:45		133	0	570	0	0	0	0	0	570	0
10:00		120	0			0	0				
10:15		119	0			0	0				
10:30		175	0			0	0				
10:45		142	0	556	0	0	0	0	0	556	0
11:00		**173**	9			0	0				
11:15		**157**	45			0	0				
11:30		**155**	42			0	0				
11:45		**167**	35	652	131	0	0	0	0	652	131
Total		3230	4107	3230	4107	0	0	0	0	3230	4107
Combined Total		7337		7337		0		0		7337	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	652	-	-	-	-	-	-	-	-	-
P.H.F.		0.942									
PM Peak	-	-	12:00	-	-	-	-	-	-	-	-
Vol.	-	-	756	-	-	-	-	-	-	-	-
P.H.F.			0.945								
Percentage		44.0%	56.0%			0.0%	0.0%				

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City of Palm Springs
Palm Canyon Drive
S/ Andreas Road
24 Hour Directional Volume Counts

PLS002
Site Code: 009-15442

Start Time	22-Aug-15 Sat	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon	Morning	Afternoon
12:00		91	206			0	0				
12:15		99	228			0	0				
12:30		144	197			0	0				
12:45		89	210	423	841	0	0	0	0	423	841
01:00		65	**232**			0	0				
01:15		52	**226**			0	0				
01:30		40	**208**			0	0				
01:45		49	**213**	206	879	0	0	0	0	206	879
02:00		61	226			0	0				
02:15		40	191			0	0				
02:30		22	201			0	0				
02:45		21	185	144	803	0	0	0	0	144	803
03:00		18	199			0	0				
03:15		8	90			0	0				
03:30		21	75			0	0				
03:45		9	181	56	545	0	0	0	0	56	545
04:00		10	181			0	0				
04:15		11	185			0	0				
04:30		3	172			0	0				
04:45		11	180	35	718	0	0	0	0	35	718
05:00		19	183			0	0				
05:15		12	186			0	0				
05:30		23	172			0	0				
05:45		13	149	67	690	0	0	0	0	67	690
06:00		23	166			0	0				
06:15		16	158			0	0				
06:30		35	186			0	0				
06:45		49	184	123	694	0	0	0	0	123	694
07:00		56	199			0	0				
07:15		54	162			0	0				
07:30		51	189			0	0				
07:45		74	199	235	749	0	0	0	0	235	749
08:00		93	161			0	0				
08:15		80	172			0	0				
08:30		94	171			0	0				
08:45		101	188	368	692	0	0	0	0	368	692
09:00		132	147			0	0				
09:15		134	176			0	0				
09:30		122	160			0	0				
09:45		139	196	527	679	0	0	0	0	527	679
10:00		148	137			0	0				
10:15		160	156			0	0				
10:30		111	165			0	0				
10:45		61	152	480	610	0	0	0	0	480	610
11:00		**201**	133			0	0				
11:15		**216**	109			0	0				
11:30		**197**	117			0	0				
11:45		**189**	102	803	461	0	0	0	0	803	461
Total		3467	8361	3467	8361	0	0	0	0	3467	8361
Combined Total		11828		11828		0		0		11828	
AM Peak	-	11:00	-	-	-	-	-	-	-	-	-
Vol.	-	803	-	-	-	-	-	-	-	-	-
P.H.F.		0.929									
PM Peak	-	-	01:00	-	-	-	-	-	-	-	-
Vol.	-	-	879	-	-	-	-	-	-	-	-
P.H.F.			0.947								
Percentage		29.3%	70.7%			0.0%	0.0%				
ADT/AADT		ADT 9,340		AADT 9,340							

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City of Palm Springs
Belardo Road
S/ Amado Road
24 Hour Directional Volume Counts

PLS003
Site Code: 009-15442

Start Time	19-Aug-15 Wed	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	8			1	20				
12:15		1	24			1	12				
12:30		0	10			1	17				
12:45		0	13	2	55	0	8	3	57	5	112
01:00		0	13			0	17				
01:15		0	**21**			2	13				
01:30		0	**19**			0	13				
01:45		0	**20**	0	73	1	12	3	55	3	128
02:00		0	**15**			0	9				
02:15		0	21			0	**22**				
02:30		0	19			2	**22**				
02:45		0	18	0	73	1	**12**	3	65	3	138
03:00		1	13			2	**14**				
03:15		0	20			3	11				
03:30		3	17			1	11				
03:45		0	10	4	60	2	9	8	45	12	105
04:00		3	11			1	14				
04:15		2	12			4	14				
04:30		2	19			7	12				
04:45		2	21	9	63	6	16	18	56	27	119
05:00		0	11			2	12				
05:15		1	14			3	6				
05:30		1	10			9	10				
05:45		5	19	7	54	3	9	17	37	24	91
06:00		3	12			6	5				
06:15		5	10			7	6				
06:30		4	8			10	8				
06:45		25	5	37	35	7	5	30	24	67	59
07:00		5	13			6	4				
07:15		15	7			12	9				
07:30		8	8			14	2				
07:45		13	6	41	34	14	6	46	21	87	55
08:00		14	10			19	8				
08:15		9	6			11	3				
08:30		10	3			17	2				
08:45		**14**	8	47	27	**16**	3	63	16	110	43
09:00		**19**	1			**16**	1				
09:15		**18**	4			**15**	3				
09:30		**20**	4			**19**	4				
09:45		12	1	69	10	11	2	61	10	130	20
10:00		11	4			12	2				
10:15		14	5			13	2				
10:30		22	0			10	2				
10:45		14	6	61	15	12	3	47	9	108	24
11:00		14	4			6	2				
11:15		17	3			21	0				
11:30		20	2			12	1				
11:45		13	5	64	14	22	1	61	4	125	18
Total		341	513	341	513	360	399	360	399	701	912
Combined Total		854		854		759		759		1613	
AM Peak	-	08:45	-	-	-	08:45	-	-	-	-	-
Vol.	-	71	-	-	-	66	-	-	-	-	-
P.H.F.		0.888				0.868					
PM Peak	-	-	01:15	-	-	-	02:15	-	-	-	-
Vol.	-	-	75	-	-	-	70	-	-	-	-
P.H.F.			0.893				0.795				
Percentage		39.9%	60.1%			47.4%	52.6%				

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City of Palm Springs
Belardo Road
S/ Amado Road
24 Hour Directional Volume Counts

PLS003
Site Code: 009-15442

Start Time	20-Aug-15 Thu	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	15			0	20				
12:15		0	21			1	15				
12:30		0	20			0	14				
12:45		0	20	1	76	0	19	1	68	2	144
01:00		1	20			0	24				
01:15		0	29			2	9				
01:30		1	19			0	16				
01:45		1	17	3	85	0	18	2	67	5	152
02:00		0	19			0	21				
02:15		0	16			0	16				
02:30		0	21			1	13				
02:45		0	14	0	70	0	13	1	63	1	133
03:00		0	12			1	12				
03:15		2	12			0	22				
03:30		0	18			0	14				
03:45		0	18	2	60	1	9	2	57	4	117
04:00		1	14			0	16				
04:15		2	17			1	18				
04:30		1	18			8	15				
04:45		0	32	4	81	2	25	11	74	15	155
05:00		2	26			1	32				
05:15		3	23			4	77				
05:30		5	19			6	80				
05:45		2	22	12	90	1	94	12	283	24	373
06:00		1	18			6	**96**				
06:15		4	21			3	**96**				
06:30		11	27			10	**92**				
06:45		10	13	26	79	4	**96**	23	380	49	459
07:00		8	9			6	87				
07:15		8	23			2	78				
07:30		17	31			14	87				
07:45		13	31	46	94	13	110	35	362	81	456
08:00		12	21			15	80				
08:15		7	30			15	57				
08:30		8	40			18	71				
08:45		16	30	43	121	17	52	65	260	108	381
09:00		20	27			6	49				
09:15		19	**44**			11	56				
09:30		18	**29**			13	52				
09:45		12	**48**	69	148	26	56	56	213	125	361
10:00		21	**45**			13	38				
10:15		19	34			10	40				
10:30		17	26			21	42				
10:45		**23**	24	80	129	17	24	61	144	141	273
11:00		**18**	4			**10**	2				
11:15		**26**	3			**16**	3				
11:30		**21**	3			**25**	4				
11:45		13	3	78	13	**24**	1	75	10	153	23
Total		364	1046	364	1046	344	1981	344	1981	708	3027
Combined Total		1410		1410		2325		2325		3735	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	88	-	-	-	75	-	-	-	-	-
P.H.F.		0.846				0.750					
PM Peak	-	-	09:15	-	-	-	06:00	-	-	-	-
Vol.	-	-	166	-	-	-	380	-	-	-	-
P.H.F.			0.865				0.990				
Percentage		25.8%	74.2%			14.8%	85.2%				

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City of Palm Springs
Belardo Road
S/ Amado Road
24 Hour Directional Volume Counts

PLS003
Site Code: 009-15442

Start Time	21-Aug-15 Fri	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	11			1	**18**				
12:15		1	14			2	**16**				
12:30		0	**21**			0	**18**				
12:45		0	**25**	2	71	0	**23**	3	75	5	146
01:00		0	**19**			1	17				
01:15		1	**32**			1	16				
01:30		2	14			0	18				
01:45		1	19	4	84	0	20	2	71	6	155
02:00		0	13			2	15				
02:15		1	17			1	13				
02:30		0	10			1	15				
02:45		0	21	1	61	1	18	5	61	6	122
03:00		0	12			1	15				
03:15		2	11			0	10				
03:30		0	13			0	10				
03:45		0	21	2	57	1	10	2	45	4	102
04:00		1	14			2	12				
04:15		0	17			2	24				
04:30		1	17			7	20				
04:45		4	22	6	70	6	14	17	70	23	140
05:00		3	13			5	17				
05:15		3	10			0	11				
05:30		4	15			6	14				
05:45		5	16	15	54	10	10	21	52	36	106
06:00		5	16			9	7				
06:15		7	10			10	11				
06:30		11	20			12	12				
06:45		9	11	32	57	12	8	43	38	75	95
07:00		7	6			4	11				
07:15		9	9			7	17				
07:30		17	11			7	9				
07:45		13	8	46	34	8	9	26	46	72	80
08:00		11	4			15	9				
08:15		17	6			20	8				
08:30		8	5			19	3				
08:45		11	14	47	29	16	9	70	29	117	58
09:00		**25**	13			13	11				
09:15		**21**	8			14	8				
09:30		**27**	8			23	8				
09:45		**28**	4	101	33	14	7	64	34	165	67
10:00		17	8			17	5				
10:15		23	6			10	10				
10:30		33	4			14	4				
10:45		15	13	88	31	11	3	52	22	140	53
11:00		20	5			**12**	9				
11:15		27	5			**25**	4				
11:30		19	1			**28**	2				
11:45		18	3	84	14	**17**	1	82	16	166	30
Total		428	595	428	595	387	559	387	559	815	1154
Combined Total		1023		1023		946		946		1969	
AM Peak	-	09:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	101	-	-	-	82	-	-	-	-	-
P.H.F.		0.902				0.732					
PM Peak	-	-	00:30	-	-	-	12:00	-	-	-	-
Vol.	-	-	97	-	-	-	75	-	-	-	-
P.H.F.			0.758				0.815				
Percentage		41.8%	58.2%			40.9%	59.1%				

Counts Unlimited, Inc.

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City of Palm Springs
Belardo Road
S/ Amado Road
24 Hour Directional Volume Counts

PLS003
Site Code: 009-15442

Start Time	22-Aug-15 Sat	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	16			1	17				
12:15		4	13			4	15				
12:30		2	20			3	21				
12:45		0	17	7	66	0	12	8	65	15	131
01:00		1	17			1	11				
01:15		2	17			4	18				
01:30		3	18			1	14				
01:45		2	11	8	63	3	**15**	9	58	17	121
02:00		2	**17**			2	**18**				
02:15		0	**18**			1	**9**				
02:30		1	**20**			1	**27**				
02:45		0	**19**	3	74	0	14	4	68	7	142
03:00		1	13			0	16				
03:15		0	16			1	4				
03:30		1	16			2	13				
03:45		1	17	3	62	1	9	4	42	7	104
04:00		0	13			0	16				
04:15		0	9			0	12				
04:30		3	14			4	19				
04:45		2	13	5	49	2	16	6	63	11	112
05:00		3	15			1	12				
05:15		1	11			2	14				
05:30		3	8			2	11				
05:45		2	17	9	51	3	7	8	44	17	95
06:00		10	17			4	9				
06:15		6	7			1	8				
06:30		3	11			5	12				
06:45		4	13	23	48	1	12	11	41	34	89
07:00		5	12			5	10				
07:15		10	13			5	15				
07:30		10	16			7	8				
07:45		11	9	36	50	7	12	24	45	60	95
08:00		17	18			11	10				
08:15		12	10			6	11				
08:30		13	16			10	6				
08:45		8	7	50	51	15	8	42	35	92	86
09:00		13	9			15	3				
09:15		10	12			15	6				
09:30		11	8			9	5				
09:45		23	5	57	34	11	7	50	21	107	55
10:00		16	9			7	1				
10:15		17	14			12	11				
10:30		**30**	7			11	7				
10:45		**16**	6	79	36	**20**	8	50	27	129	63
11:00		**30**	8			**12**	3				
11:15		**18**	10			**12**	5				
11:30		23	6			**31**	3				
11:45		18	5	89	29	15	3	70	14	159	43
Total		369	613	369	613	286	523	286	523	655	1136
Combined Total		982		982		809		809		1791	
AM Peak	-	10:30	-	-	-	10:45	-	-	-	-	-
Vol.	-	94	-	-	-	75	-	-	-	-	-
P.H.F.		0.783				0.605					
PM Peak	-	-	02:00	-	-	-	01:45	-	-	-	-
Vol.	-	-	74	-	-	-	69	-	-	-	-
P.H.F.			0.925				0.639				
Percentage		37.6%	62.4%			35.4%	64.6%				
ADT/AADT		ADT 2,277		AADT 2,277							

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City of Palm Springs
Tahquitz Canyon Way
E/ Belardo Road
24 Hour Directional Volume Counts

PLS004
Site Code: 009-15442

Start Time	19-Aug-15 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	28			0	19				
12:15		1	28			2	12				
12:30		1	18			1	**24**				
12:45		0	20	3	94	1	**25**	4	80	7	174
01:00		1	17			1	**17**				
01:15		2	20			3	**17**				
01:30		0	28			1	17				
01:45		3	**24**	6	89	3	15	8	66	14	155
02:00		0	**33**			2	18				
02:15		0	**27**			3	22				
02:30		0	**30**			3	18				
02:45		1	22	1	112	6	20	14	78	15	190
03:00		0	30			0	17				
03:15		1	16			0	15				
03:30		0	20			0	12				
03:45		1	23	2	89	1	20	1	64	3	153
04:00		2	15			1	18				
04:15		1	16			1	10				
04:30		0	29			1	23				
04:45		3	19	6	79	6	19	9	70	15	149
05:00		2	20			1	12				
05:15		2	20			5	15				
05:30		1	12			4	12				
05:45		1	14	6	66	2	13	12	52	18	118
06:00		1	13			1	25				
06:15		7	20			4	11				
06:30		12	19			5	9				
06:45		5	18	25	70	10	8	20	53	45	123
07:00		8	15			22	22				
07:15		6	14			12	12				
07:30		6	14			12	20				
07:45		12	21	32	64	19	14	65	68	97	132
08:00		15	15			20	8				
08:15		14	6			24	26				
08:30		13	13			17	18				
08:45		14	7	56	41	24	8	85	60	141	101
09:00		26	19			13	10				
09:15		26	4			24	7				
09:30		22	8			12	5				
09:45		31	10	105	41	23	5	72	27	177	68
10:00		28	5			16	2				
10:15		22	18			19	4				
10:30		25	12			16	1				
10:45		23	19	98	54	**20**	4	71	11	169	65
11:00		**28**	10			**26**	4				
11:15		**30**	1			**29**	7				
11:30		**29**	4			**25**	3				
11:45		**32**	3	119	18	20	3	100	17	219	35
Total		459	817	459	817	461	646	461	646	920	1463
Combined Total		1276		1276		1107		1107		2383	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	119	-	-	-	100	-	-	-	-	-
P.H.F.		0.930				0.862					
PM Peak	-	-	01:45	-	-	-	00:30	-	-	-	-
Vol.	-	-	114	-	-	-	83	-	-	-	-
P.H.F.			0.864				0.830				
Percentage		36.0%	64.0%			41.6%	58.4%				

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City of Palm Springs
Tahquitz Canyon Way
E/ Belardo Road
24 Hour Directional Volume Counts

PLS004
Site Code: 009-15442

Start Time	20-Aug-15 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	26			1	**26**				
12:15		4	20			2	**23**				
12:30		1	16			1	**26**				
12:45		1	25	9	87	1	**23**	5	98	14	185
01:00		1	21			1	22				
01:15		0	25			1	18				
01:30		1	16			2	16				
01:45		0	32	2	94	2	25	6	81	8	175
02:00		0	22			1	22				
02:15		1	25			0	14				
02:30		3	21			2	22				
02:45		1	**30**	5	98	1	28	4	86	9	184
03:00		0	**22**			0	17				
03:15		0	**26**			0	30				
03:30		0	**31**			2	23				
03:45		2	24	2	103	7	27	9	97	11	200
04:00		2	28			4	13				
04:15		3	25			3	17				
04:30		1	24			2	16				
04:45		4	12	10	89	5	20	14	66	24	155
05:00		6	21			6	18				
05:15		3	12			6	20				
05:30		1	31			11	13				
05:45		2	12	12	76	5	16	28	67	40	143
06:00		1	15			5	11				
06:15		3	3			7	6				
06:30		9	13			6	6				
06:45		6	7	19	38	14	0	32	23	51	61
07:00		7	11			12	1				
07:15		7	4			19	0				
07:30		11	7			13	2				
07:45		15	16	40	38	13	6	57	9	97	47
08:00		12	7			10	1				
08:15		**19**	5			16	5				
08:30		**19**	12			16	2				
08:45		**31**	10	81	34	**33**	6	75	14	156	48
09:00		**25**	2			**16**	0				
09:15		16	13			**23**	3				
09:30		22	1			**23**	1				
09:45		26	8	89	24	16	4	78	8	167	32
10:00		20	22			19	27				
10:15		25	8			19	14				
10:30		19	31			15	36				
10:45		23	19	87	80	23	16	76	93	163	173
11:00		25	14			21	4				
11:15		18	17			9	6				
11:30		19	17			19	3				
11:45		29	10	91	58	21	2	70	15	161	73
Total		447	819	447	819	454	657	454	657	901	1476
Combined Total		1266		1266		1111		1111		2377	
AM Peak	-	08:15	-	-	-	08:45	-	-	-	-	-
Vol.	-	94	-	-	-	95	-	-	-	-	-
P.H.F.		0.758				0.720					
PM Peak	-	-	02:45	-	-	-	12:00	-	-	-	-
Vol.	-	-	109	-	-	-	98	-	-	-	-
P.H.F.			0.879				0.942				
Percentage		35.3%	64.7%			40.9%	59.1%				

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City of Palm Springs
Tahquitz Canyon Way
E/ Belardo Road
24 Hour Directional Volume Counts

PLS004
Site Code: 009-15442

Start Time	21-Aug-15 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	**37**			3	29				
12:15		6	**23**			2	17				
12:30		4	**29**			0	18				
12:45		4	**32**	23	121	4	**57**	9	121	32	242
01:00		0	36			1	**25**				
01:15		1	20			1	**38**				
01:30		0	27			4	**22**				
01:45		5	32	6	115	8	21	14	106	20	221
02:00		3	27			3	22				
02:15		6	24			2	22				
02:30		0	24			6	17				
02:45		3	13	12	88	7	19	18	80	30	168
03:00		1	32			0	30				
03:15		2	19			3	23				
03:30		3	22			1	20				
03:45		0	25	6	98	4	28	8	101	14	199
04:00		0	29			1	19				
04:15		0	21			1	24				
04:30		1	39			5	19				
04:45		2	18	3	107	5	23	12	85	15	192
05:00		10	29			5	23				
05:15		1	21			5	33				
05:30		2	20			3	19				
05:45		2	15	15	85	6	23	19	98	34	183
06:00		3	18			5	24				
06:15		6	18			3	24				
06:30		11	16			7	19				
06:45		5	23	25	75	15	25	30	92	55	167
07:00		6	17			15	18				
07:15		6	15			20	21				
07:30		13	24			11	19				
07:45		11	19	36	75	17	24	63	82	99	157
08:00		24	29			18	14				
08:15		13	25			25	22				
08:30		12	31			24	26				
08:45		11	26	60	111	17	20	84	82	144	193
09:00		15	33			21	16				
09:15		11	21			21	22				
09:30		30	33			19	18				
09:45		32	27	88	114	**28**	14	89	70	177	184
10:00		21	17			**35**	22				
10:15		23	12			**16**	18				
10:30		20	20			**25**	12				
10:45		23	13	87	62	21	9	97	61	184	123
11:00		**26**	20			28	8				
11:15		**37**	15			17	8				
11:30		**25**	21			28	13				
11:45		**32**	12	120	68	28	6	101	35	221	103
Total		481	1119	481	1119	544	1013	544	1013	1025	2132
Combined Total		1600		1600		1557		1557		3157	
AM Peak	-	11:00	-	-	-	09:45	-	-	-	-	-
Vol.	-	120	-	-	-	104	-	-	-	-	-
P.H.F.		0.811				0.743					
PM Peak	-	-	12:00	-	-	-	00:45	-	-	-	-
Vol.	-	-	121	-	-	-	142	-	-	-	-
P.H.F.			0.818				0.623				
Percentage		30.1%	69.9%			34.9%	65.1%				

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City of Palm Springs
Tahquitz Canyon Way
E/ Belardo Road
24 Hour Directional Volume Counts

PLS004
Site Code: 009-15442

Start Time	22-Aug-15 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	39			6	41				
12:15		16	28			3	21				
12:30		5	30			3	31				
12:45		2	39	28	136	6	28	18	121	46	257
01:00		6	40			3	27				
01:15		2	23			4	27				
01:30		8	35			5	25				
01:45		6	33	22	131	2	24	14	103	36	234
02:00		4	22			2	18				
02:15		7	22			2	41				
02:30		1	27			2	38				
02:45		3	30	15	101	1	25	7	122	22	223
03:00		1	22			3	33				
03:15		9	26			3	33				
03:30		0	23			0	23				
03:45		1	27	11	98	2	35	8	124	19	222
04:00		1	23			1	26				
04:15		2	22			1	29				
04:30		5	20			3	19				
04:45		3	35	11	100	4	33	9	107	20	207
05:00		3	22			4	25				
05:15		2	20			5	30				
05:30		1	28			1	24				
05:45		5	24	11	94	6	22	16	101	27	195
06:00		0	14			2	22				
06:15		2	24			1	24				
06:30		3	25			6	18				
06:45		5	13	10	76	7	25	16	89	26	165
07:00		6	25			6	28				
07:15		8	**39**			10	30				
07:30		7	**30**			11	**39**				
07:45		7	**37**	28	131	14	**41**	41	138	69	269
08:00		11	**57**			11	**32**				
08:15		16	36			17	**33**				
08:30		10	27			27	28				
08:45		19	40	56	160	22	23	77	116	133	276
09:00		20	36			20	24				
09:15		20	39			14	23				
09:30		24	36			4	19				
09:45		21	35	85	146	2	21	40	87	125	233
10:00		32	37			35	21				
10:15		31	26			17	15				
10:30		26	33			26	12				
10:45		**26**	26	115	122	25	13	103	61	218	183
11:00		**32**	32			**22**	17				
11:15		**35**	20			**37**	7				
11:30		**28**	27			**27**	8				
11:45		20	21	115	100	**26**	5	112	37	227	137
Total		507	1395	507	1395	461	1206	461	1206	968	2601
Combined Total		1902		1902		1667		1667		3569	
AM Peak	-	10:45	-	-	-	11:00	-	-	-	-	-
Vol.	-	121	-	-	-	112	-	-	-	-	-
P.H.F.		0.864				0.757					
PM Peak	-	-	07:15	-	-	-	07:30	-	-	-	-
Vol.	-	-	163	-	-	-	145	-	-	-	-
P.H.F.			0.715				0.884				
Percentage		26.7%	73.3%			27.7%	72.3%				
ADT/AADT		ADT 2,872		AADT 2,872							

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City of Palm Springs
Arenas Road
E/ Belardo Road
24 Hour Directional Volume Counts

PLS005
Site Code: 009-15442

Start Time	19-Aug-15 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	30			0	16				
12:15		0	32			0	**21**				
12:30		6	18			2	**11**				
12:45		0	26	8	106	0	**19**	2	67	10	173
01:00		3	29			2	**17**				
01:15		3	**30**			3	14				
01:30		0	**20**			0	12				
01:45		1	**27**	7	106	1	14	6	57	13	163
02:00		0	**31**			0	14				
02:15		2	24			1	13				
02:30		0	22			0	9				
02:45		1	22	3	99	0	7	1	43	4	142
03:00		0	16			0	7				
03:15		1	14			0	6				
03:30		1	16			0	7				
03:45		0	17	2	63	0	11	0	31	2	94
04:00		3	28			1	10				
04:15		0	23			0	15				
04:30		1	17			0	9				
04:45		3	27	7	95	2	14	3	48	10	143
05:00		0	25			0	17				
05:15		0	27			0	20				
05:30		2	23			1	13				
05:45		10	19	12	94	5	10	6	60	18	154
06:00		7	18			5	6				
06:15		6	12			4	6				
06:30		6	25			3	14				
06:45		2	20	21	75	1	9	13	35	34	110
07:00		10	26			6	12				
07:15		7	22			7	12				
07:30		6	21			1	9				
07:45		12	26	35	95	6	11	20	44	55	139
08:00		15	26			6	15				
08:15		8	21			5	5				
08:30		22	18			16	7				
08:45		18	18	63	83	9	8	36	35	99	118
09:00		24	16			10	9				
09:15		10	9			6	3				
09:30		**32**	23			12	10				
09:45		**26**	8	92	56	13	5	41	27	133	83
10:00		**18**	11			7	3				
10:15		**20**	15			10	5				
10:30		17	12			13	3				
10:45		20	9	75	47	6	3	36	14	111	61
11:00		27	9			**11**	3				
11:15		24	5			**11**	3				
11:30		12	2			**7**	0				
11:45		25	5	88	21	**19**	2	48	8	136	29
Total		413	940	413	940	212	469	212	469	625	1409
Combined Total		1353		1353		681		681		2034	
AM Peak	-	09:30	-	-	-	11:00	-	-	-	-	-
Vol.	-	96	-	-	-	48	-	-	-	-	-
P.H.F.		0.750				0.632					
PM Peak	-	-	01:15	-	-	-	00:15	-	-	-	-
Vol.	-	-	108	-	-	-	68	-	-	-	-
P.H.F.			0.844				0.810				
Percentage		30.5%	69.5%			31.1%	68.9%				

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City of Palm Springs
Arenas Road
E/ Belardo Road
24 Hour Directional Volume Counts

PLS005
Site Code: 009-15442

Start Time	20-Aug-15 Thu	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	26			3	9				
12:15		2	31			2	14				
12:30		3	22			2	12				
12:45		1	23	11	102	0	11	7	46	18	148
01:00		1	25			0	7				
01:15		1	**24**			1	10				
01:30		1	**25**			0	13				
01:45		0	**30**	3	104	0	9	1	39	4	143
02:00		0	**32**			0	12				
02:15		0	22			0	13				
02:30		7	23			4	8				
02:45		0	32	7	109	0	16	4	49	11	158
03:00		1	20			0	7				
03:15		0	26			0	10				
03:30		0	26			0	15				
03:45		2	21	3	93	2	11	2	43	5	136
04:00		0	27			0	15				
04:15		0	21			0	11				
04:30		1	13			1	8				
04:45		8	10	9	71	4	6	5	40	14	111
05:00		3	16			0	**10**				
05:15		2	22			1	**13**				
05:30		7	28			2	**20**				
05:45		9	20	21	86	6	**12**	9	55	30	141
06:00		3	10			2	0				
06:15		4	1			1	0				
06:30		3	2			3	0				
06:45		8	0	18	13	5	0	11	0	29	13
07:00		7	0			4	0				
07:15		10	0			6	0				
07:30		9	0			6	0				
07:45		16	0	42	0	8	0	24	0	66	0
08:00		10	0			6	0				
08:15		17	0			8	0				
08:30		19	0			9	0				
08:45		13	0	59	0	7	0	30	0	89	0
09:00		23	0			10	0				
09:15		17	0			8	0				
09:30		24	1			10	1				
09:45		12	3	76	4	8	3	36	4	112	8
10:00		8	11			2	8				
10:15		14	14			3	14				
10:30		21	7			7	5				
10:45		18	2	61	34	**13**	2	25	29	86	63
11:00		**27**	11			**12**	3				
11:15		**21**	7			**13**	2				
11:30		**19**	6			**12**	1				
11:45		**31**	7	98	31	12	1	49	7	147	38
Total		408	647	408	647	203	312	203	312	611	959
Combined Total		1055		1055		515		515		1570	
AM Peak	-	11:00	-	-	-	10:45	-	-	-	-	-
Vol.	-	98	-	-	-	50	-	-	-	-	-
P.H.F.		0.790				0.962					
PM Peak	-	-	01:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	111	-	-	-	55	-	-	-	-
P.H.F.			0.867				0.688				
Percentage		38.7%	61.3%			39.4%	60.6%				

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City of Palm Springs
Arenas Road
E/ Belardo Road
24 Hour Directional Volume Counts

PLS005
Site Code: 009-15442

Start Time	21-Aug-15 Fri	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		6	16			5	9				
12:15		1	31			0	17				
12:30		1	33			1	14				
12:45		2	34	10	114	0	23	6	63	16	177
01:00		5	28			2	14				
01:15		5	34			4	20				
01:30		0	29			0	12				
01:45		2	24	12	115	1	13	7	59	19	174
02:00		2	30			0	20				
02:15		3	19			2	12				
02:30		0	37			0	13				
02:45		1	27	6	113	1	10	3	55	9	168
03:00		2	24			0	9				
03:15		0	26			0	19				
03:30		1	27			1	15				
03:45		1	23	4	100	0	14	1	57	5	157
04:00		1	33			0	19				
04:15		1	27			0	8				
04:30		2	38			2	23				
04:45		2	24	6	122	0	11	2	61	8	183
05:00		2	31			2	13				
05:15		3	38			2	22				
05:30		6	20			4	10				
05:45		6	**45**	17	134	2	**31**	10	76	27	210
06:00		2	**35**			0	**22**				
06:15		4	**39**			2	**22**				
06:30		10	**42**			5	**22**				
06:45		9	42	25	158	7	29	14	95	39	253
07:00		11	29			6	14				
07:15		11	35			8	17				
07:30		17	35			9	17				
07:45		9	39	48	138	3	22	26	70	74	208
08:00		14	26			5	17				
08:15		16	36			7	21				
08:30		15	34			12	18				
08:45		12	35	57	131	6	17	30	73	87	204
09:00		16	41			5	23				
09:15		20	34			11	17				
09:30		20	20			13	10				
09:45		17	46	73	141	9	22	38	72	111	213
10:00		17	33			8	11				
10:15		20	36			10	8				
10:30		17	21			8	10				
10:45		20	22	74	112	8	8	34	37	108	149
11:00		**26**	12			**12**	4				
11:15		**14**	5			**6**	2				
11:30		**24**	17			**11**	5				
11:45		**36**	9	100	43	**19**	2	48	13	148	56
Total		432	1421	432	1421	219	731	219	731	651	2152
Combined Total		1853		1853		950		950		2803	
AM Peak	-	11:00	-	-	-	11:00	-	-	-	-	-
Vol.	-	100	-	-	-	48	-	-	-	-	-
P.H.F.		0.694				0.632					
PM Peak	-	-	05:45	-	-	-	05:45	-	-	-	-
Vol.	-	-	161	-	-	-	97	-	-	-	-
P.H.F.			0.894				0.782				
Percentage		23.3%	76.7%			23.1%	76.9%				

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City of Palm Springs
Arenas Road
E/ Belardo Road
24 Hour Directional Volume Counts

PLS005
Site Code: 009-15442

Start Time	22-Aug-15 Sat	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		13	34			4	20				
12:15		7	35			0	20				
12:30		5	47			3	23				
12:45		11	47	36	163	3	30	10	93	46	256
01:00		5	33			2	18				
01:15		8	39			1	26				
01:30		5	33			1	24				
01:45		6	36	24	141	1	21	5	89	29	230
02:00		8	38			4	15				
02:15		1	49			0	24				
02:30		1	44			0	20				
02:45		4	42	14	173	2	14	6	73	20	246
03:00		1	34			1	9				
03:15		6	29			4	13				
03:30		1	25			0	8				
03:45		2	40	10	128	1	17	6	47	16	175
04:00		2	33			2	21				
04:15		0	29			0	11				
04:30		1	34			0	26				
04:45		1	27	4	123	1	14	3	72	7	195
05:00		4	22			1	9				
05:15		0	26			0	19				
05:30		1	26			1	12				
05:45		7	48	12	122	5	29	7	69	19	191
06:00		1	39			0	23				
06:15		3	44			1	24				
06:30		10	33			8	18				
06:45		4	49	18	165	3	18	12	83	30	248
07:00		10	46			2	**29**				
07:15		8	**63**			5	**39**				
07:30		8	**59**			5	**29**				
07:45		17	**57**	43	225	6	**29**	18	126	61	351
08:00		6	**54**			2	27				
08:15		9	42			8	24				
08:30		8	46			5	22				
08:45		13	47	36	189	10	26	25	99	61	288
09:00		23	58			9	35				
09:15		13	49			3	29				
09:30		21	41			13	27				
09:45		**32**	38	89	186	20	19	45	110	134	296
10:00		**38**	45			18	25				
10:15		**26**	29			12	10				
10:30		**33**	34			**17**	13				
10:45		32	44	129	152	**19**	15	66	63	195	215
11:00		28	40			**19**	13				
11:15		32	29			**22**	10				
11:30		26	25			11	9				
11:45		35	17	121	111	18	3	70	35	191	146
Total		536	1878	536	1878	273	959	273	959	809	2837
Combined Total		2414		2414		1232		1232		3646	
AM Peak	-	09:45	-	-	-	10:30	-	-	-	-	-
Vol.	-	129	-	-	-	77	-	-	-	-	-
P.H.F.		0.849				0.875					
PM Peak	-	-	07:15	-	-	-	07:00	-	-	-	-
Vol.	-	-	233	-	-	-	126	-	-	-	-
P.H.F.			0.925				0.808				
Percentage		22.2%	77.8%			22.2%	77.8%				
ADT/AADT		ADT 2,513		AADT 2,513							

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City of Palm Springs
N/S: Indian Canyon Drive
E/W: Amado Road
Weather: Clear

File Name : PLSINAMMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	4	8	12	17	176	11	204	8	20	0	28	244
11:15 AM	0	0	0	0	0	7	10	17	11	158	13	182	6	10	0	16	215
11:30 AM	0	0	0	0	0	3	7	10	9	172	27	208	2	12	0	14	232
11:45 AM	0	0	0	0	0	8	16	24	15	180	17	212	9	11	0	20	256
Total	0	0	0	0	0	22	41	63	52	686	68	806	25	53	0	78	947
12:00 PM	0	0	0	0	0	3	6	9	11	164	18	193	4	10	0	14	216
12:15 PM	0	0	0	0	0	7	9	16	21	168	20	209	7	12	0	19	244
12:30 PM	0	0	0	0	0	7	11	18	16	147	15	178	4	10	0	14	210
12:45 PM	0	0	0	0	0	6	10	16	18	121	9	148	4	12	0	16	180
Total	0	0	0	0	0	23	36	59	66	600	62	728	19	44	0	63	850
Grand Total	0	0	0	0	0	45	77	122	118	1286	130	1534	44	97	0	141	1797
Apprch %	0	0	0		0	36.9	63.1		7.7	83.8	8.5		31.2	68.8	0		
Total %	0	0	0	0	0	2.5	4.3	6.8	6.6	71.6	7.2	85.4	2.4	5.4	0	7.8	

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	3	7	10	9	172	**27**	208	2	**12**	0	14	232
11:45 AM	0	0	0	0	0	**8**	**16**	**24**	15	**180**	17	**212**	**9**	11	0	**20**	**256**
12:00 PM	0	0	0	0	0	3	6	9	11	164	18	193	4	10	0	14	216
12:15 PM	0	0	0	0	0	7	9	16	**21**	168	20	209	7	12	0	19	244
Total Volume	0	0	0	0	0	21	38	59	56	684	82	822	22	45	0	67	948
% App. Total	0	0	0		0	35.6	64.4		6.8	83.2	10		32.8	67.2	0		
PHF	.000	.000	.000	.000	.000	.656	.594	.615	.667	.950	.759	.969	.611	.938	.000	.838	.926

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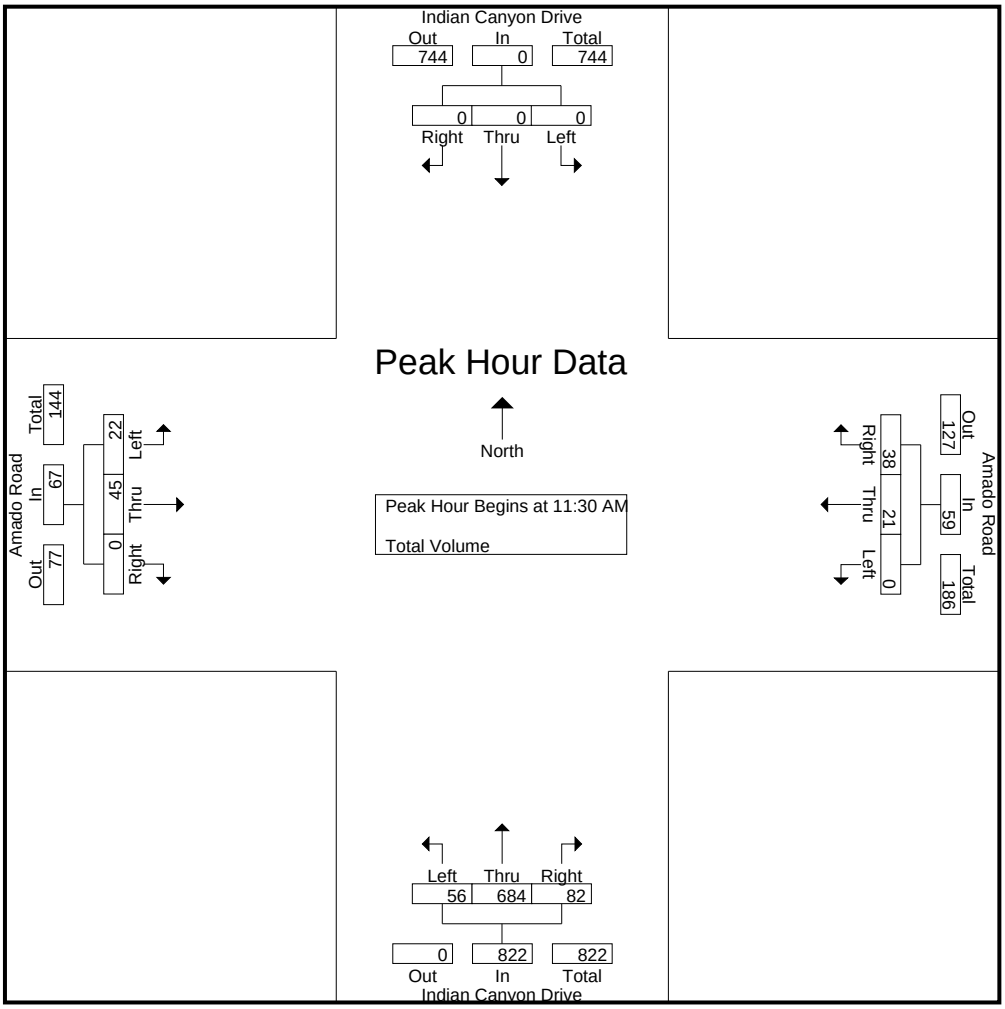
City of Palm Springs
N/S: Indian Canyon Drive
E/W: Amado Road
Weather: Clear

File Name : PLSINAMMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:45 AM				11:30 AM				11:00 AM			
+0 mins.	0	0	0	0	0	**8**	**16**	**24**	9	172	**27**	208	8	**20**	0	**28**
+15 mins.	0	0	0	0	0	3	6	9	15	**180**	17	**212**	6	10	0	16
+30 mins.	0	0	0	0	0	7	9	16	11	164	18	193	2	12	0	14
+45 mins.	0	0	0	0	0	7	11	18	**21**	168	20	209	**9**	11	0	20
Total Volume	0	0	0	0	0	25	42	67	56	684	82	822	25	53	0	78
% App. Total	0	0	0		0	37.3	62.7		6.8	83.2	10		32.1	67.9	0	
PHF	.000	.000	.000	.000	.000	.781	.656	.698	.667	.950	.759	.969	.694	.663	.000	.696

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City of Palm Springs
N/S: Indian Canyon Drive
E/W: Amado Road
Weather: Clear

File Name : PLSINAMPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	10	10	20	19	180	19	218	7	11	0	18	256
04:15 PM	0	0	0	0	0	12	11	23	11	167	14	192	6	10	0	16	231
04:30 PM	0	0	0	0	0	10	10	20	17	179	24	220	7	13	0	20	260
04:45 PM	0	0	0	0	0	6	11	17	19	202	21	242	10	15	0	25	284
Total	0	0	0	0	0	38	42	80	66	728	78	872	30	49	0	79	1031
05:00 PM	0	0	0	0	0	17	12	29	11	199	34	244	5	5	0	10	283
05:15 PM	0	0	0	0	0	9	14	23	33	187	20	240	6	15	0	21	284
05:30 PM	0	0	0	0	0	9	9	18	11	186	14	211	11	16	0	27	256
05:45 PM	0	0	0	0	0	7	14	21	18	190	25	233	11	6	0	17	271
Total	0	0	0	0	0	42	49	91	73	762	93	928	33	42	0	75	1094
Grand Total	0	0	0	0	0	80	91	171	139	1490	171	1800	63	91	0	154	2125
Apprch %	0	0	0		0	46.8	53.2		7.7	82.8	9.5		40.9	59.1	0		
Total %	0	0	0	0	0	3.8	4.3	8	6.5	70.1	8	84.7	3	4.3	0	7.2	

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	10	10	20	17	179	24	220	7	13	0	20	260
04:45 PM	0	0	0	0	0	6	11	17	19	**202**	21	242	**10**	**15**	0	**25**	**284**
05:00 PM	0	0	0	0	0	**17**	12	**29**	11	199	**34**	**244**	5	5	0	10	283
05:15 PM	0	0	0	0	0	9	**14**	23	**33**	187	20	240	6	15	0	21	284
Total Volume	0	0	0	0	0	42	47	89	80	767	99	946	28	48	0	76	1111
% App. Total	0	0	0		0	47.2	52.8		8.5	81.1	10.5		36.8	63.2	0		
PHF	.000	.000	.000	.000	.000	.618	.839	.767	.606	.949	.728	.969	.700	.800	.000	.760	.978

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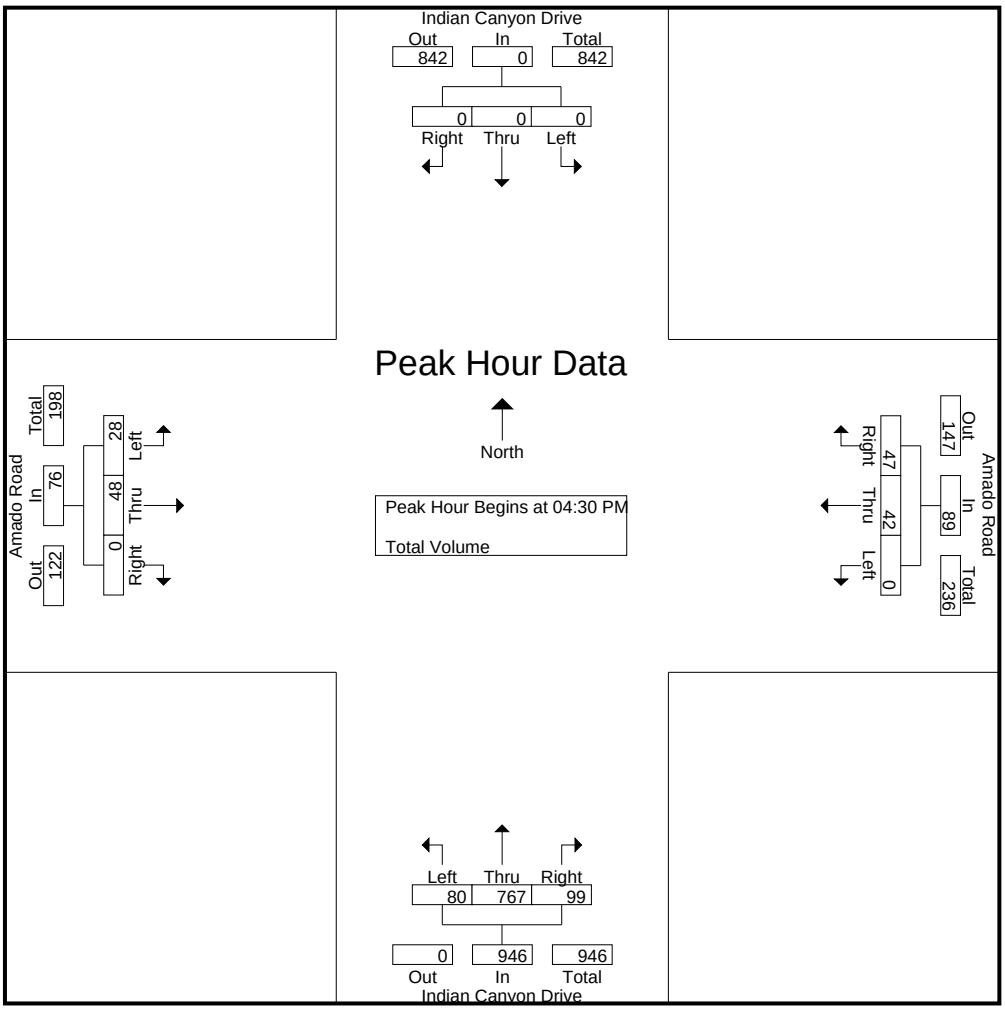
City of Palm Springs
N/S: Indian Canyon Drive
E/W: Amado Road
Weather: Clear

File Name : PLSINAMPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**17**	12	**29**	17	179	24	220	10	15	0	25
+15 mins.	0	0	0	0	0	9	**14**	23	19	**202**	21	242	5	5	0	10
+30 mins.	0	0	0	0	0	9	9	18	11	199	**34**	**244**	6	15	0	21
+45 mins.	0	0	0	0	0	7	14	21	**33**	187	20	240	**11**	**16**	0	**27**
Total Volume	0	0	0	0	0	42	49	91	80	767	99	946	32	51	0	83
% App. Total	0	0	0		0	46.2	53.8		8.5	81.1	10.5		38.6	61.4	0	
PHF	.000	.000	.000	.000	.000	.618	.875	.784	.606	.949	.728	.969	.727	.797	.000	.769

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City of Palm Springs
N/S: Indian Canyon Drive
E/W: Amado Road
Weather: Clear

File Name : PLSINAMSA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	12	10	22	18	199	13	230	7	8	0	15	267
11:15 AM	0	0	0	0	0	9	6	15	24	176	11	211	7	9	0	16	242
11:30 AM	0	0	0	0	0	7	13	20	23	189	26	238	8	12	0	20	278
11:45 AM	0	0	0	0	0	10	16	26	23	185	18	226	10	12	0	22	274
Total	0	0	0	0	0	38	45	83	88	749	68	905	32	41	0	73	1061
12:00 PM	0	0	0	0	0	6	14	20	29	200	16	245	11	8	0	19	284
12:15 PM	0	0	0	0	0	9	10	19	20	198	23	241	6	14	0	20	280
12:30 PM	0	0	0	0	0	13	12	25	24	226	9	259	8	15	0	23	307
12:45 PM	0	0	0	0	0	13	14	27	31	179	17	227	15	21	0	36	290
Total	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98	1161
Grand Total	0	0	0	0	0	79	95	174	192	1552	133	1877	72	99	0	171	2222
Apprch %	0	0	0		0	45.4	54.6		10.2	82.7	7.1		42.1	57.9	0		
Total %	0	0	0	0	0	3.6	4.3	7.8	8.6	69.8	6	84.5	3.2	4.5	0	7.7	

	Indian Canyon Drive Southbound				Amado Road Westbound				Indian Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	6	**14**	20	29	200	16	245	11	8	0	19	284
12:15 PM	0	0	0	0	0	9	10	19	20	198	**23**	241	6	14	0	20	280
12:30 PM	0	0	0	0	0	**13**	12	25	24	**226**	9	**259**	8	15	0	23	**307**
12:45 PM	0	0	0	0	0	13	14	**27**	**31**	179	17	227	**15**	**21**	0	**36**	290
Total Volume	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98	1161
% App. Total	0	0	0		0	45.1	54.9		10.7	82.6	6.7		40.8	59.2	0		
PHF	.000	.000	.000	.000	.000	.788	.893	.843	.839	.888	.707	.938	.667	.690	.000	.681	.945

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City of Palm Springs
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Weather: Clear

File Name : PLSINAMSA
Site Code : 00915442
Start Date : 8/22/2015
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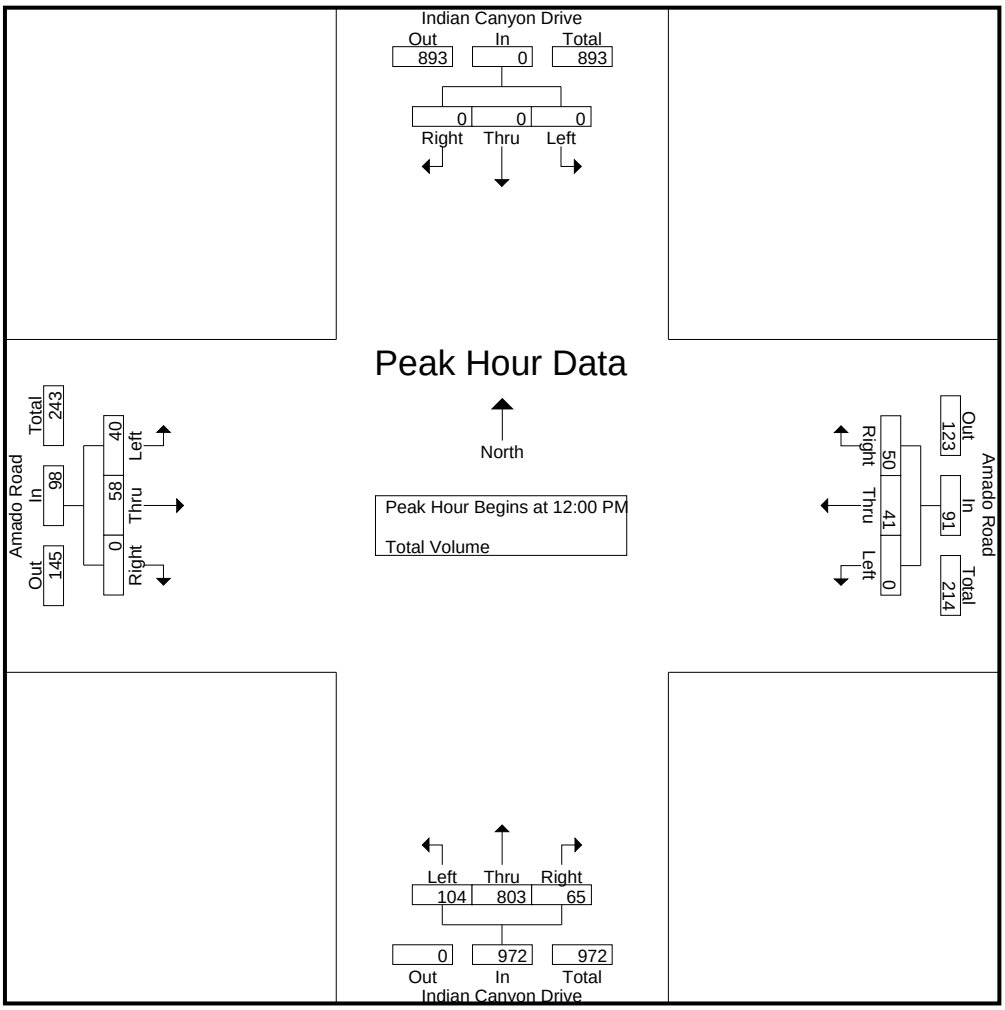

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				12:00 PM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	6	**14**	20	29	200	16	245	11	8	0	19
+15 mins.	0	0	0	0	0	9	10	19	20	198	**23**	241	6	14	0	20
+30 mins.	0	0	0	0	0	**13**	12	25	24	**226**	9	**259**	8	15	0	23
+45 mins.	0	0	0	0	0	13	14	**27**	**31**	179	17	227	**15**	**21**	0	**36**
Total Volume	0	0	0	0	0	41	50	91	104	803	65	972	40	58	0	98
% App. Total	0	0	0		0	45.1	54.9		10.7	82.6	6.7		40.8	59.2	0	
PHF	.000	.000	.000	.000	.000	.788	.893	.843	.839	.888	.707	.938	.667	.690	.000	.681

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File Name : PLSINANMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	0	21	21	0	196	4	200	5	0	0	5	226
11:15 AM	0	0	0	0	0	0	6	6	0	182	3	185	2	0	0	2	193
11:30 AM	0	0	0	0	0	0	14	14	0	200	4	204	4	0	0	4	222
11:45 AM	0	0	0	0	0	0	16	16	1	220	4	225	5	0	0	5	246
Total	0	0	0	0	0	0	57	57	1	798	15	814	16	0	0	16	887
12:00 PM	0	0	0	0	0	0	8	8	0	224	5	229	7	0	0	7	244
12:15 PM	0	0	0	0	0	0	9	9	0	229	7	236	1	0	0	1	246
12:30 PM	0	0	0	0	0	0	10	10	1	202	11	214	3	0	0	3	227
12:45 PM	0	0	0	0	0	0	8	8	0	216	6	222	4	0	0	4	234
Total	0	0	0	0	0	0	35	35	1	871	29	901	15	0	0	15	951
Grand Total	0	0	0	0	0	0	92	92	2	1669	44	1715	31	0	0	31	1838
Apprch %	0	0	0		0	0	100		0.1	97.3	2.6		100	0	0		
Total %	0	0	0	0	0	0	5	5	0.1	90.8	2.4	93.3	1.7	0	0	1.7	

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	0	**16**	**16**	**1**	220	4	225	5	0	0	5	**246**
12:00 PM	0	0	0	0	0	0	8	8	0	224	5	229	**7**	0	0	**7**	244
12:15 PM	0	0	0	0	0	0	9	9	0	**229**	7	**236**	1	0	0	1	246
12:30 PM	0	0	0	0	0	0	10	10	1	202	**11**	214	3	0	0	3	227
Total Volume	0	0	0	0	0	0	43	43	2	875	27	904	16	0	0	16	963
% App. Total	0	0	0		0	0	100		0.2	96.8	3		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.672	.672	.500	.955	.614	.958	.571	.000	.000	.571	.979

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Site Code : 00915442
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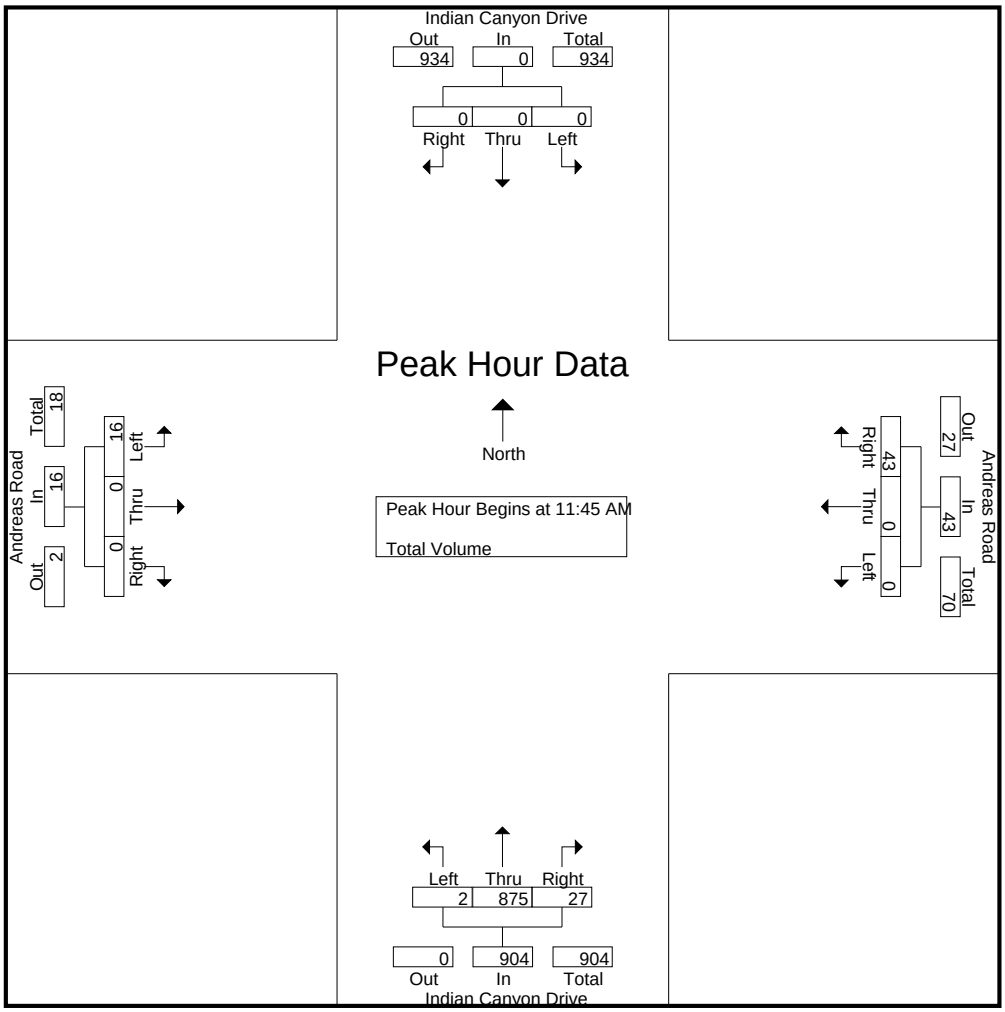

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:00 AM				11:45 AM				11:15 AM			
+0 mins.	0	0	0	0	0	0	**21**	**21**	**1**	220	4	225	2	0	0	2
+15 mins.	0	0	0	0	0	0	6	6	0	224	5	229	4	0	0	4
+30 mins.	0	0	0	0	0	0	14	14	0	**229**	7	**236**	5	0	0	5
+45 mins.	0	0	0	0	0	0	16	16	1	202	**11**	214	**7**	0	0	**7**
Total Volume	0	0	0	0	0	0	57	57	2	875	27	904	18	0	0	18
% App. Total	0	0	0		0	0	100		0.2	96.8	3		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.679	.679	.500	.955	.614	.958	.643	.000	.000	.643

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Site Code : 00915442
Start Date : 8/19/2015
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	16	16	0	192	8	200	2	0	0	2	218
04:15 PM	0	0	0	0	0	0	12	12	0	161	4	165	2	0	0	2	179
04:30 PM	0	0	0	0	0	0	5	5	0	187	7	194	10	0	0	10	209
04:45 PM	0	0	0	0	0	0	16	16	0	195	3	198	2	0	0	2	216
Total	0	0	0	0	0	0	49	49	0	735	22	757	16	0	0	16	822
05:00 PM	0	0	0	0	0	0	8	8	0	181	4	185	3	0	0	3	196
05:15 PM	0	0	0	0	0	0	12	12	0	187	7	194	5	0	0	5	211
05:30 PM	0	0	0	0	0	0	9	9	0	167	6	173	5	0	0	5	187
05:45 PM	0	0	0	0	0	0	7	7	0	135	10	145	2	0	0	2	154
Total	0	0	0	0	0	0	36	36	0	670	27	697	15	0	0	15	748
Grand Total	0	0	0	0	0	0	85	85	0	1405	49	1454	31	0	0	31	1570
Apprch %	0	0	0		0	0	100		0	96.6	3.4		100	0	0		
Total %	0	0	0	0	0	0	5.4	5.4	0	89.5	3.1	92.6	2	0	0	2	

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	5	5	0	187	**7**	194	**10**	0	0	**10**	209
04:45 PM	0	0	0	0	0	0	**16**	**16**	0	**195**	3	**198**	2	0	0	2	**216**
05:00 PM	0	0	0	0	0	0	8	8	0	181	4	185	3	0	0	3	196
05:15 PM	0	0	0	0	0	0	12	12	0	187	7	194	5	0	0	5	211
Total Volume	0	0	0	0	0	0	41	41	0	750	21	771	20	0	0	20	832
% App. Total	0	0	0		0	0	100		0	97.3	2.7		100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.641	.641	.000	.962	.750	.973	.500	.000	.000	.500	.963

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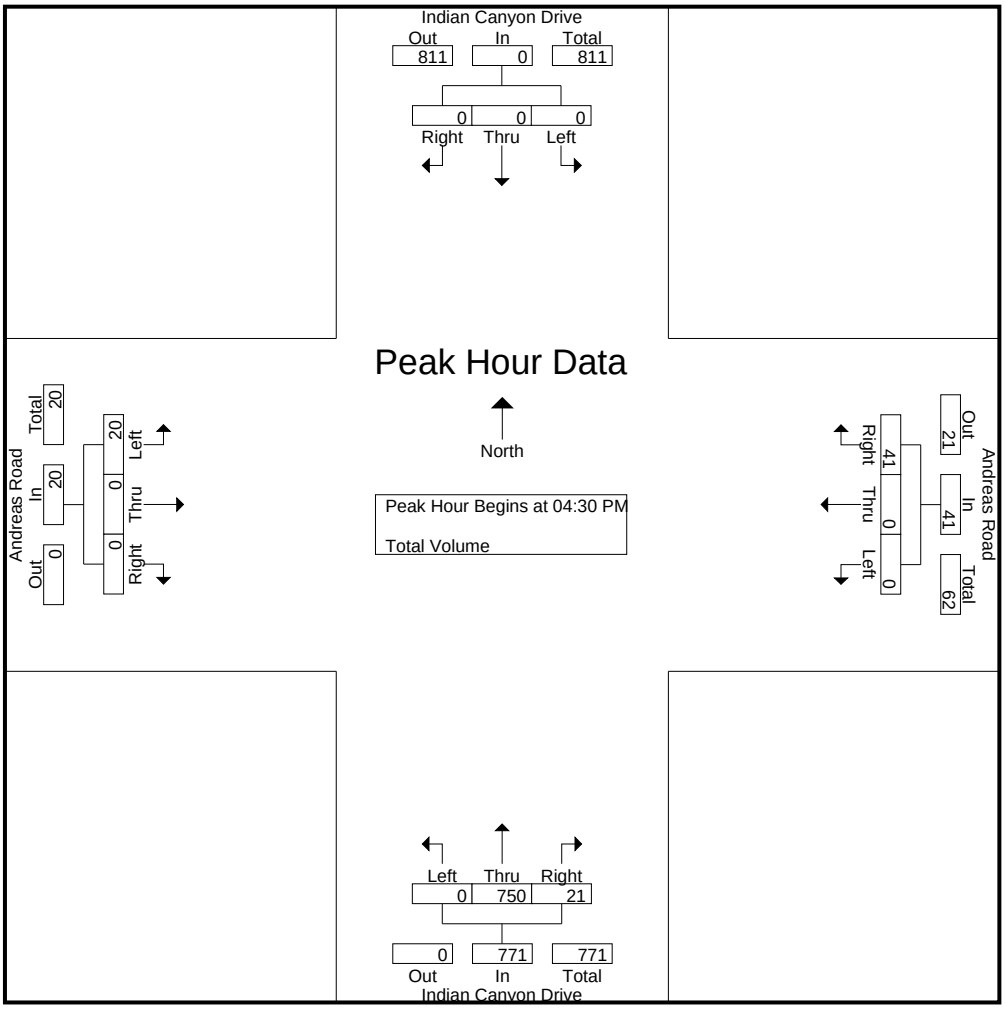

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	**16**	**16**	0	187	**7**	194	**10**	0	0	**10**
+15 mins.	0	0	0	0	0	0	12	12	0	**195**	3	**198**	2	0	0	2
+30 mins.	0	0	0	0	0	0	5	5	0	181	4	185	3	0	0	3
+45 mins.	0	0	0	0	0	0	16	16	0	187	7	194	5	0	0	5
Total Volume	0	0	0	0	0	0	49	49	0	750	21	771	20	0	0	20
% App. Total	0	0	0		0	0	100		0	97.3	2.7		100	0	0	
PHF	.000	.000	.000	.000	.000	.000	.766	.766	.000	.962	.750	.973	.500	.000	.000	.500

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Site Code : 00915442
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	1	11	12	0	208	4	212	6	0	0	6	230
11:15 AM	0	0	0	0	0	0	13	13	0	195	8	203	1	0	0	1	217
11:30 AM	0	0	0	0	0	0	13	13	0	212	7	219	0	0	0	0	232
11:45 AM	0	0	0	0	0	0	9	9	0	215	8	223	3	0	0	3	235
Total	0	0	0	0	0	1	46	47	0	830	27	857	10	0	0	10	914
12:00 PM	0	0	0	0	0	1	18	19	1	212	5	218	3	0	0	3	240
12:15 PM	0	0	0	0	0	0	14	14	0	218	12	230	6	0	0	6	250
12:30 PM	0	0	0	0	0	0	12	12	0	246	6	252	9	0	0	9	273
12:45 PM	0	0	0	0	0	0	10	10	0	217	9	226	6	0	0	6	242
Total	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24	1005
Grand Total	0	0	0	0	0	2	100	102	1	1723	59	1783	34	0	0	34	1919
Apprch %	0	0	0		0	2	98		0.1	96.6	3.3		100	0	0		
Total %	0	0	0	0	0	0.1	5.2	5.3	0.1	89.8	3.1	92.9	1.8	0	0	1.8	

	Indian Canyon Drive Southbound				Andreas Road Westbound				Indian Canyon Drive Northbound				Andreas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	0	0	0	0	0	**1**	**18**	**19**	**1**	212	5	218	3	0	0	3	240
12:15 PM	0	0	0	0	0	0	14	14	0	218	**12**	230	6	0	0	6	250
12:30 PM	0	0	0	0	0	0	12	12	0	**246**	6	**252**	**9**	0	0	**9**	**273**
12:45 PM	0	0	0	0	0	0	10	10	0	217	9	226	6	0	0	6	242
Total Volume	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24	1005
% App. Total	0	0	0		0	1.8	98.2		0.1	96.4	3.5		100	0	0		
PHF	.000	.000	.000	.000	.000	.250	.750	.724	.250	.908	.667	.919	.667	.000	.000	.667	.920

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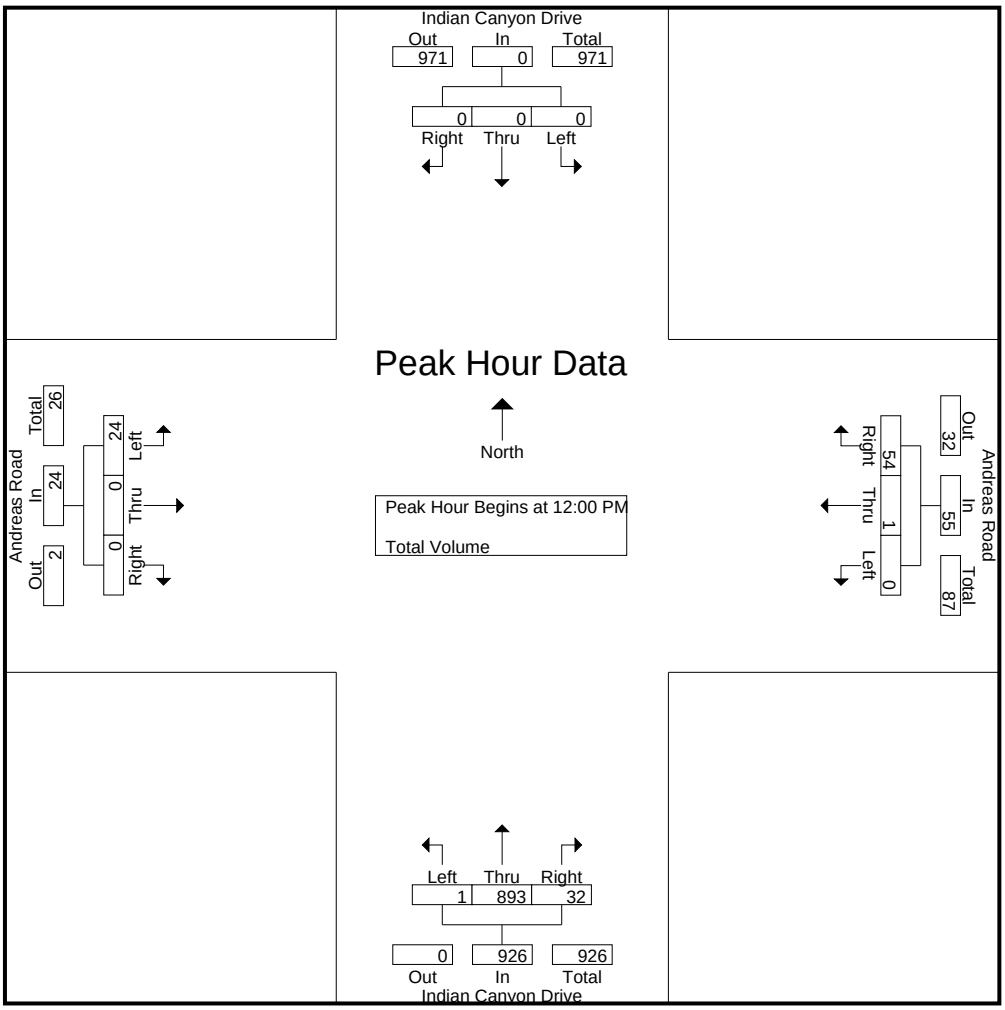

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				12:00 PM				12:00 PM			
+0 mins.	0	0	0	0	0	0	13	13	**1**	212	5	218	3	0	0	3
+15 mins.	0	0	0	0	0	0	9	9	0	218	**12**	230	6	0	0	6
+30 mins.	0	0	0	0	0	**1**	**18**	**19**	0	**246**	6	**252**	**9**	0	0	**9**
+45 mins.	0	0	0	0	0	0	14	14	0	217	9	226	6	0	0	6
Total Volume	0	0	0	0	0	1	54	55	1	893	32	926	24	0	0	24
% App. Total	0	0	0		0	1.8	98.2		0.1	96.4	3.5		100	0	0	
PHF	.000	.000	.000	.000	.000	.250	.750	.724	.250	.908	.667	.919	.667	.000	.000	.667

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City of Palm Springs
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E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSINTAMD
Site Code : 00915442
Start Date : 8/19/2015
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	1	25	22	48	11	177	11	199	18	30	0	48	295
11:15 AM	0	0	0	0	0	19	19	38	18	142	12	172	14	25	0	39	249
11:30 AM	0	0	0	0	3	23	21	47	18	167	22	207	11	22	0	33	287
11:45 AM	0	0	0	0	0	20	28	48	18	192	20	230	17	21	0	38	316
Total	0	0	0	0	4	87	90	181	65	678	65	808	60	98	0	158	1147
12:00 PM	0	0	0	0	1	23	36	60	10	183	25	218	12	18	0	30	308
12:15 PM	0	0	0	0	1	16	22	39	6	175	22	203	21	21	0	42	284
12:30 PM	0	0	0	0	0	19	23	42	12	182	23	217	14	25	0	39	298
12:45 PM	0	0	0	0	1	19	25	45	9	182	22	213	15	23	0	38	296
Total	0	0	0	0	3	77	106	186	37	722	92	851	62	87	0	149	1186
Grand Total	0	0	0	0	7	164	196	367	102	1400	157	1659	122	185	0	307	2333
Apprch %	0	0	0		1.9	44.7	53.4		6.1	84.4	9.5		39.7	60.3	0		
Total %	0	0	0	0	0.3	7	8.4	15.7	4.4	60	6.7	71.1	5.2	7.9	0	13.2	

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	20	28	48	**18**	**192**	20	**230**	17	21	0	38	**316**
12:00 PM	0	0	0	0	**1**	**23**	**36**	**60**	10	183	**25**	218	12	18	0	30	308
12:15 PM	0	0	0	0	1	16	22	39	6	175	22	203	**21**	21	0	**42**	284
12:30 PM	0	0	0	0	0	19	23	42	12	182	23	217	14	**25**	0	39	298
Total Volume	0	0	0	0	2	78	109	189	46	732	90	868	64	85	0	149	1206
% App. Total	0	0	0		1.1	41.3	57.7		5.3	84.3	10.4		43	57	0		
PHF	.000	.000	.000	.000	.500	.848	.757	.788	.639	.953	.900	.943	.762	.850	.000	.887	.954

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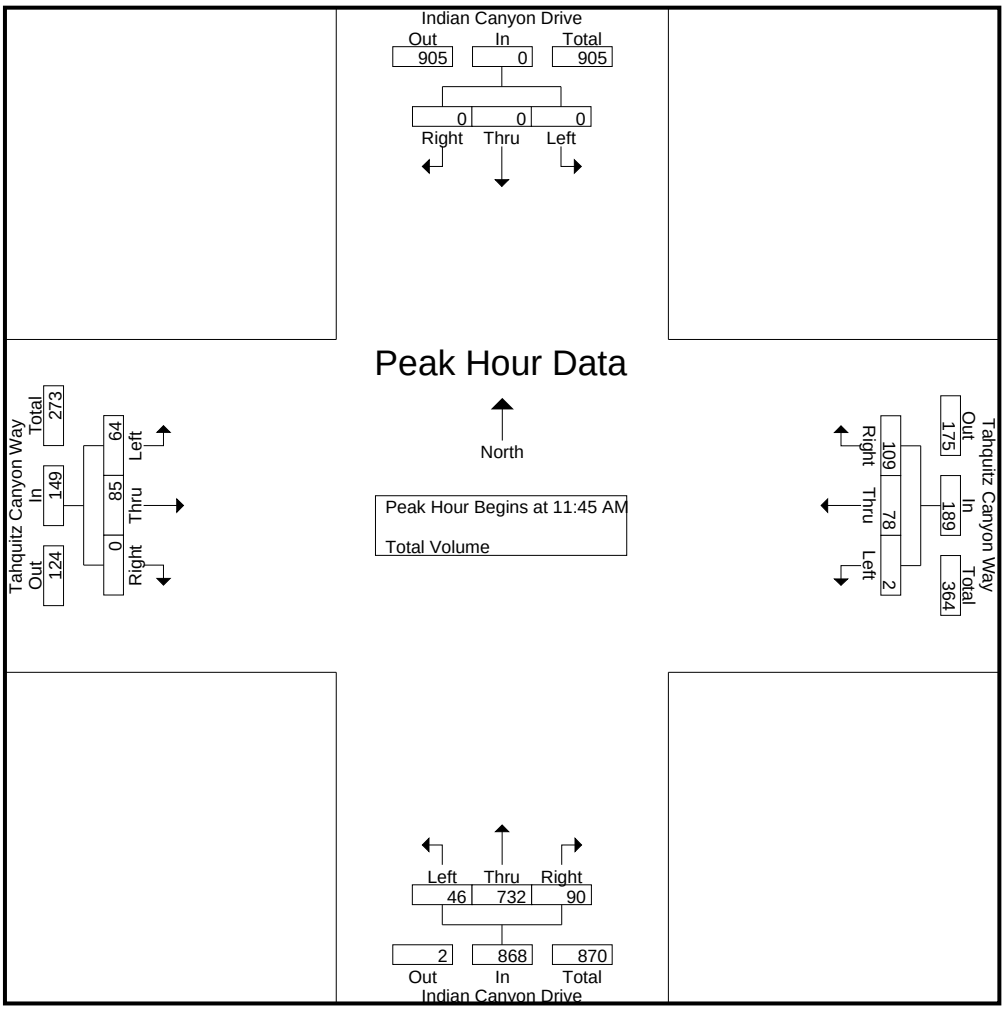

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:45 AM				11:00 AM			
+0 mins.	0	0	0	0	**3**	**23**	21	47	**18**	**192**	20	**230**	**18**	**30**	0	**48**
+15 mins.	0	0	0	0	0	20	28	48	10	183	**25**	218	14	25	0	39
+30 mins.	0	0	0	0	1	23	**36**	**60**	6	175	22	203	11	22	0	33
+45 mins.	0	0	0	0	1	16	22	39	12	182	23	217	17	21	0	38
Total Volume	0	0	0	0	5	82	107	194	46	732	90	868	60	98	0	158
% App. Total	0	0	0		2.6	42.3	55.2		5.3	84.3	10.4		38	62	0	
PHF	.000	.000	.000	.000	.417	.891	.743	.808	.639	.953	.900	.943	.833	.817	.000	.823

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City of Palm Springs
N/S: Indian Canyon Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSINTAPM
Site Code : 00915442
Start Date : 8/19/2015
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	18	23	41	7	163	11	181	11	13	0	24	246
04:15 PM	0	0	0	0	0	10	12	22	6	139	15	160	6	16	0	22	204
04:30 PM	0	0	0	0	0	23	14	37	8	160	15	183	18	20	0	38	258
04:45 PM	0	0	0	0	2	20	25	47	7	158	13	178	11	11	0	22	247
Total	0	0	0	0	2	71	74	147	28	620	54	702	46	60	0	106	955
05:00 PM	0	0	0	0	1	22	26	49	1	148	17	166	10	14	0	24	239
05:15 PM	0	0	0	0	0	18	19	37	12	162	12	186	17	12	0	29	252
05:30 PM	0	0	0	0	0	24	12	36	5	143	15	163	6	13	0	19	218
05:45 PM	0	0	0	0	0	18	19	37	7	123	24	154	7	7	0	14	205
Total	0	0	0	0	1	82	76	159	25	576	68	669	40	46	0	86	914
Grand Total	0	0	0	0	3	153	150	306	53	1196	122	1371	86	106	0	192	1869
Apprch %	0	0	0		1	50	49		3.9	87.2	8.9		44.8	55.2	0		
Total %	0	0	0	0	0.2	8.2	8	16.4	2.8	64	6.5	73.4	4.6	5.7	0	10.3	

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**23**	14	37	8	160	15	183	**18**	**20**	0	**38**	**258**
04:45 PM	0	0	0	0	**2**	20	25	47	7	158	13	178	11	11	0	22	247
05:00 PM	0	0	0	0	1	22	**26**	**49**	1	148	**17**	166	10	14	0	24	239
05:15 PM	0	0	0	0	0	18	19	37	**12**	**162**	12	**186**	17	12	0	29	252
Total Volume	0	0	0	0	3	83	84	170	28	628	57	713	56	57	0	113	996
% App. Total	0	0	0		1.8	48.8	49.4		3.9	88.1	8		49.6	50.4	0		
PHF	.000	.000	.000	.000	.375	.902	.808	.867	.583	.969	.838	.958	.778	.713	.000	.743	.965

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City of Palm Springs
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Weather: Clear

File Name : PLSINTAPM
Site Code : 00915442
Start Date : 8/19/2015
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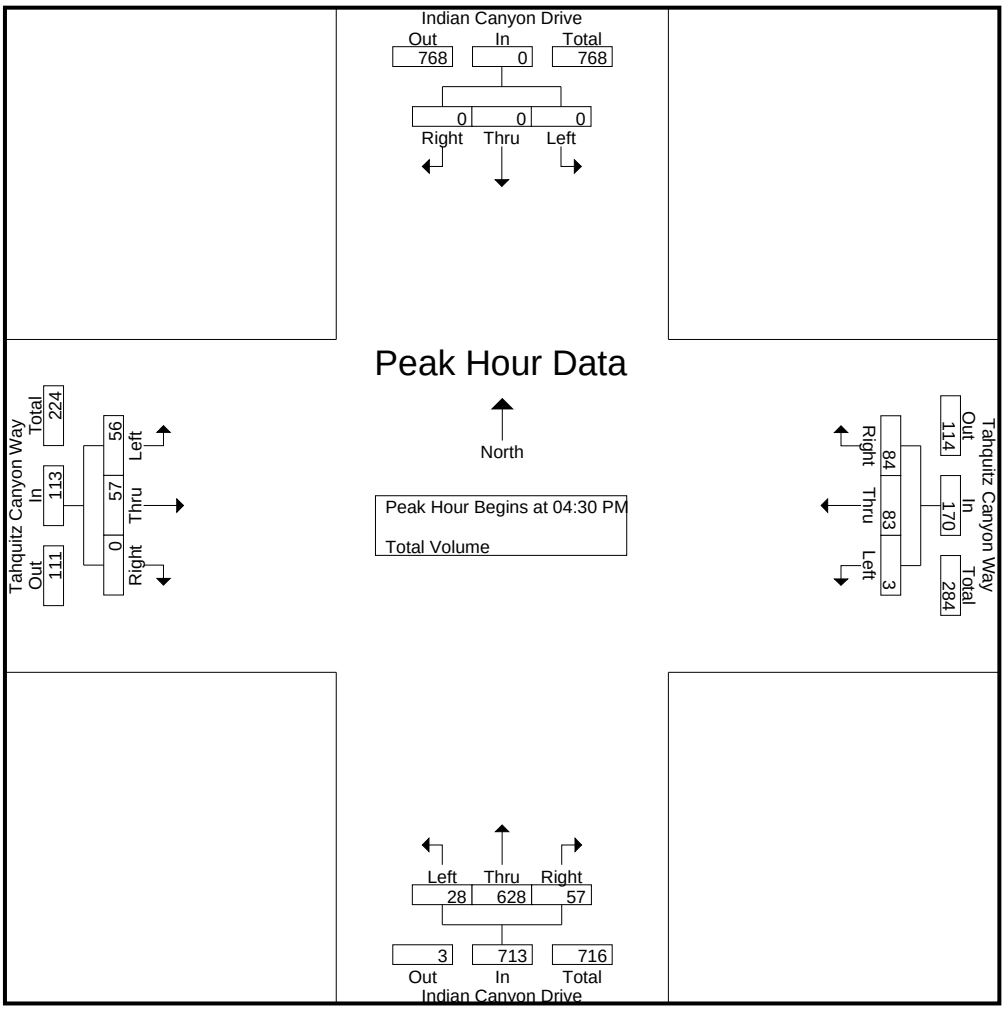

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**23**	14	37	8	160	15	183	**18**	**20**	0	**38**
+15 mins.	0	0	0	0	**2**	20	25	47	7	158	13	178	11	11	0	22
+30 mins.	0	0	0	0	1	22	**26**	**49**	1	148	**17**	166	10	14	0	24
+45 mins.	0	0	0	0	0	18	19	37	**12**	**162**	12	**186**	17	12	0	29
Total Volume	0	0	0	0	3	83	84	170	28	628	57	713	56	57	0	113
% App. Total	0	0	0		1.8	48.8	49.4		3.9	88.1	8		49.6	50.4	0	
PHF	.000	.000	.000	.000	.375	.902	.808	.867	.583	.969	.838	.958	.778	.713	.000	.743

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File Name : PLSINTASA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	16	17	33	11	181	18	210	17	22	0	39	282
11:15 AM	0	0	0	0	0	38	23	61	22	200	23	245	30	36	0	66	372
11:30 AM	0	0	0	0	0	16	17	33	10	158	12	180	19	15	0	34	247
11:45 AM	0	0	0	0	0	26	33	59	11	182	24	217	20	22	0	42	318
Total	0	0	0	0	0	96	90	186	54	721	77	852	86	95	0	181	1219
12:00 PM	0	0	0	0	0	26	19	45	23	176	22	221	23	28	0	51	317
12:15 PM	0	0	0	0	0	31	27	58	17	209	25	251	18	26	0	44	353
12:30 PM	0	0	0	0	0	25	24	49	19	186	34	239	26	27	0	53	341
12:45 PM	0	0	0	0	0	18	22	40	18	175	21	214	18	30	0	48	302
Total	0	0	0	0	0	100	92	192	77	746	102	925	85	111	0	196	1313
Grand Total	0	0	0	0	0	196	182	378	131	1467	179	1777	171	206	0	377	2532
Apprch %	0	0	0		0	51.9	48.1		7.4	82.6	10.1		45.4	54.6	0		
Total %	0	0	0	0	0	7.7	7.2	14.9	5.2	57.9	7.1	70.2	6.8	8.1	0	14.9	

	Indian Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Indian Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	26	**33**	**59**	11	182	24	217	20	22	0	42	318
12:00 PM	0	0	0	0	0	26	19	45	**23**	176	22	221	23	**28**	0	51	317
12:15 PM	0	0	0	0	0	**31**	27	58	17	**209**	25	**251**	18	26	0	44	**353**
12:30 PM	0	0	0	0	0	25	24	49	19	186	**34**	239	**26**	27	0	**53**	341
Total Volume	0	0	0	0	0	108	103	211	70	753	105	928	87	103	0	190	1329
% App. Total	0	0	0		0	51.2	48.8		7.5	81.1	11.3		45.8	54.2	0		
PHF	.000	.000	.000	.000	.000	.871	.780	.894	.761	.901	.772	.924	.837	.920	.000	.896	.941

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Site Code : 00915442
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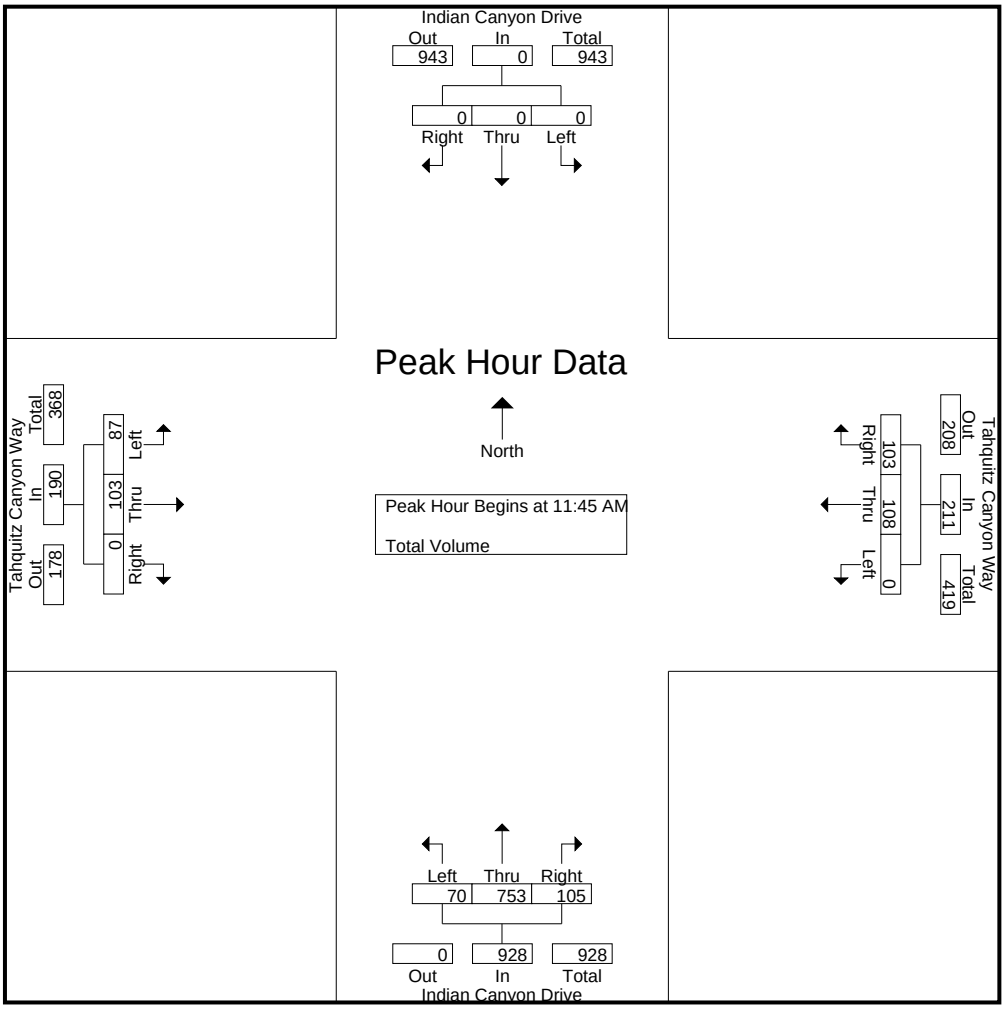

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:45 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	26	**33**	**59**	11	182	24	217	23	28	0	51
+15 mins.	0	0	0	0	0	26	19	45	**23**	176	22	221	18	26	0	44
+30 mins.	0	0	0	0	0	**31**	27	58	17	**209**	25	**251**	**26**	27	0	**53**
+45 mins.	0	0	0	0	0	25	24	49	19	186	**34**	239	18	**30**	0	48
Total Volume	0	0	0	0	0	108	103	211	70	753	105	928	85	111	0	196
% App. Total	0	0	0		0	51.2	48.8		7.5	81.1	11.3		43.4	56.6	0	
PHF	.000	.000	.000	.000	.000	.871	.780	.894	.761	.901	.772	.924	.817	.925	.000	.925

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City of Palm Springs
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Weather: Clear

File Name : PLSINARMD
Site Code : 00915442
Start Date : 8/19/2015
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	4	4	8	9	188	11	208	9	0	0	9	225
11:15 AM	0	0	0	0	0	8	9	17	4	156	14	174	14	2	0	16	207
11:30 AM	0	0	0	0	0	4	6	10	9	190	17	216	14	8	0	22	248
11:45 AM	0	0	0	0	0	8	5	13	8	222	14	244	6	5	0	11	268
Total	0	0	0	0	0	24	24	48	30	756	56	842	43	15	0	58	948
12:00 PM	0	0	0	0	0	8	6	14	10	196	12	218	18	8	0	26	258
12:15 PM	0	0	0	0	0	9	5	14	10	193	14	217	12	10	0	22	253
12:30 PM	0	0	0	0	0	5	4	9	11	201	9	221	8	9	0	17	247
12:45 PM	0	0	0	0	0	8	7	15	10	182	10	202	14	6	0	20	237
Total	0	0	0	0	0	30	22	52	41	772	45	858	52	33	0	85	995
Grand Total	0	0	0	0	0	54	46	100	71	1528	101	1700	95	48	0	143	1943
Apprch %	0	0	0		0	54	46		4.2	89.9	5.9		66.4	33.6	0		
Total %	0	0	0	0	0	2.8	2.4	5.1	3.7	78.6	5.2	87.5	4.9	2.5	0	7.4	

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	0	0	0	0	0	4	**6**	10	9	190	**17**	216	14	8	0	22	248
11:45 AM	0	0	0	0	0	8	5	13	8	**222**	14	**244**	6	5	0	11	**268**
12:00 PM	0	0	0	0	0	8	6	**14**	**10**	196	12	218	**18**	8	0	**26**	258
12:15 PM	0	0	0	0	0	**9**	5	14	10	193	14	217	12	**10**	0	22	253
Total Volume	0	0	0	0	0	29	22	51	37	801	57	895	50	31	0	81	1027
% App. Total	0	0	0		0	56.9	43.1		4.1	89.5	6.4		61.7	38.3	0		
PHF	.000	.000	.000	.000	.000	.806	.917	.911	.925	.902	.838	.917	.694	.775	.000	.779	.958

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City of Palm Springs
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E/W: Arenas Road
Weather: Clear

File Name : PLSINARMD
Site Code : 00915442
Start Date : 8/19/2015
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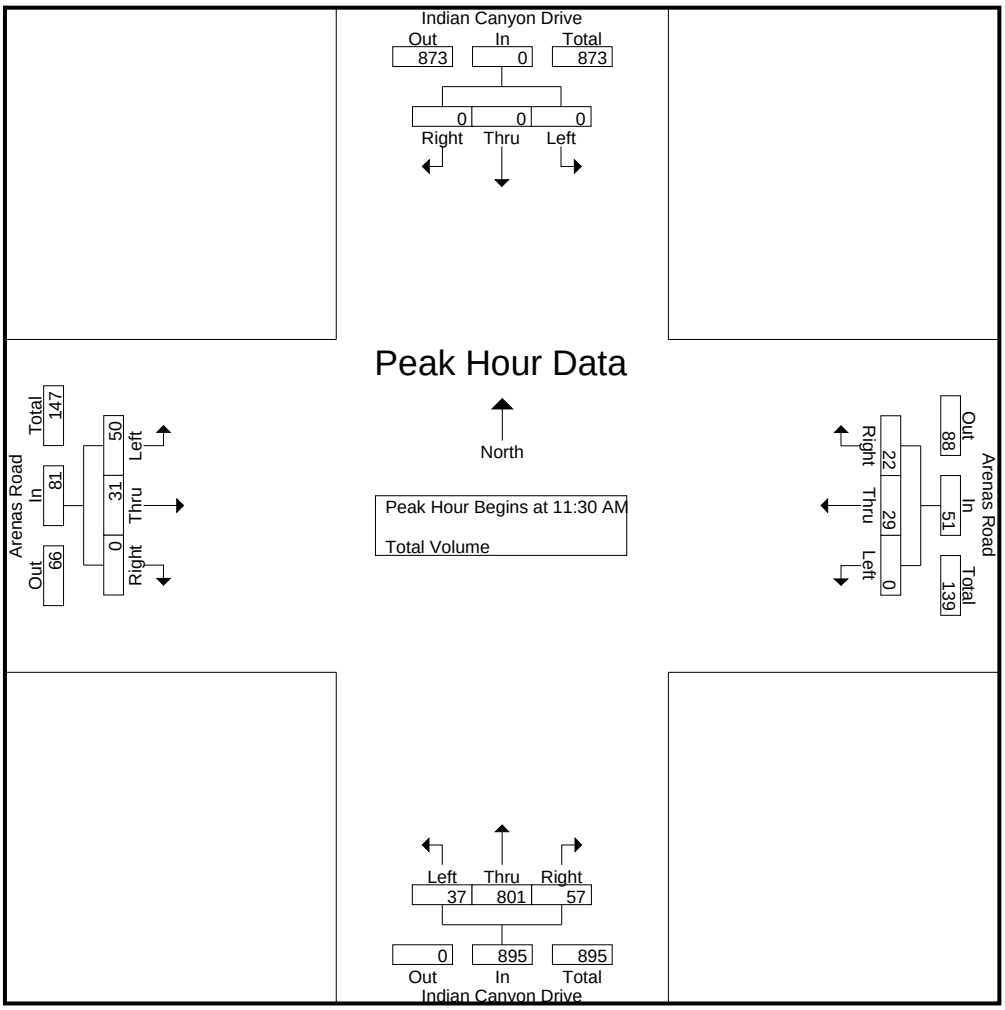

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:15 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	**8**	**9**	**17**	8	**222**	**14**	**244**	**18**	8	0	**26**
+15 mins.	0	0	0	0	0	4	6	10	10	196	12	218	12	**10**	0	22
+30 mins.	0	0	0	0	0	8	5	13	10	193	14	217	8	9	0	17
+45 mins.	0	0	0	0	0	8	6	14	**11**	201	9	221	14	6	0	20
Total Volume	0	0	0	0	0	28	26	54	39	812	49	900	52	33	0	85
% App. Total	0	0	0		0	51.9	48.1		4.3	90.2	5.4		61.2	38.8	0	
PHF	.000	.000	.000	.000	.000	.875	.722	.794	.886	.914	.875	.922	.722	.825	.000	.817

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City of Palm Springs
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File Name : PLSINARPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	7	6	13	5	157	12	174	16	9	0	25	212
04:15 PM	0	0	0	0	0	9	9	18	6	149	15	170	8	11	0	19	207
04:30 PM	0	0	0	0	0	6	6	12	8	163	15	186	10	7	0	17	215
04:45 PM	0	0	0	0	0	7	3	10	8	170	10	188	8	8	0	16	214
Total	0	0	0	0	0	29	24	53	27	639	52	718	42	35	0	77	848
05:00 PM	0	0	0	0	0	4	11	15	9	163	19	191	4	5	0	9	215
05:15 PM	0	0	0	0	0	6	3	9	4	172	8	184	12	13	0	25	218
05:30 PM	0	0	0	0	0	6	6	12	11	153	16	180	9	4	0	13	205
05:45 PM	0	0	0	0	0	10	9	19	9	155	12	176	5	9	0	14	209
Total	0	0	0	0	0	26	29	55	33	643	55	731	30	31	0	61	847
Grand Total	0	0	0	0	0	55	53	108	60	1282	107	1449	72	66	0	138	1695
Apprch %	0	0	0		0	50.9	49.1		4.1	88.5	7.4		52.2	47.8	0		
Total %	0	0	0	0	0	3.2	3.1	6.4	3.5	75.6	6.3	85.5	4.2	3.9	0	8.1	

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	6	6	12	8	163	15	186	10	7	0	17	215
04:45 PM	0	0	0	0	0	**7**	3	10	8	170	10	188	8	8	0	16	214
05:00 PM	0	0	0	0	0	4	**11**	**15**	**9**	163	**19**	**191**	4	5	0	9	215
05:15 PM	0	0	0	0	0	6	3	9	4	**172**	8	184	**12**	**13**	0	**25**	**218**
Total Volume	0	0	0	0	0	23	23	46	29	668	52	749	34	33	0	67	862
% App. Total	0	0	0		0	50	50		3.9	89.2	6.9		50.7	49.3	0		
PHF	.000	.000	.000	.000	.000	.821	.523	.767	.806	.971	.684	.980	.708	.635	.000	.670	.989

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File Name : PLSINARPM
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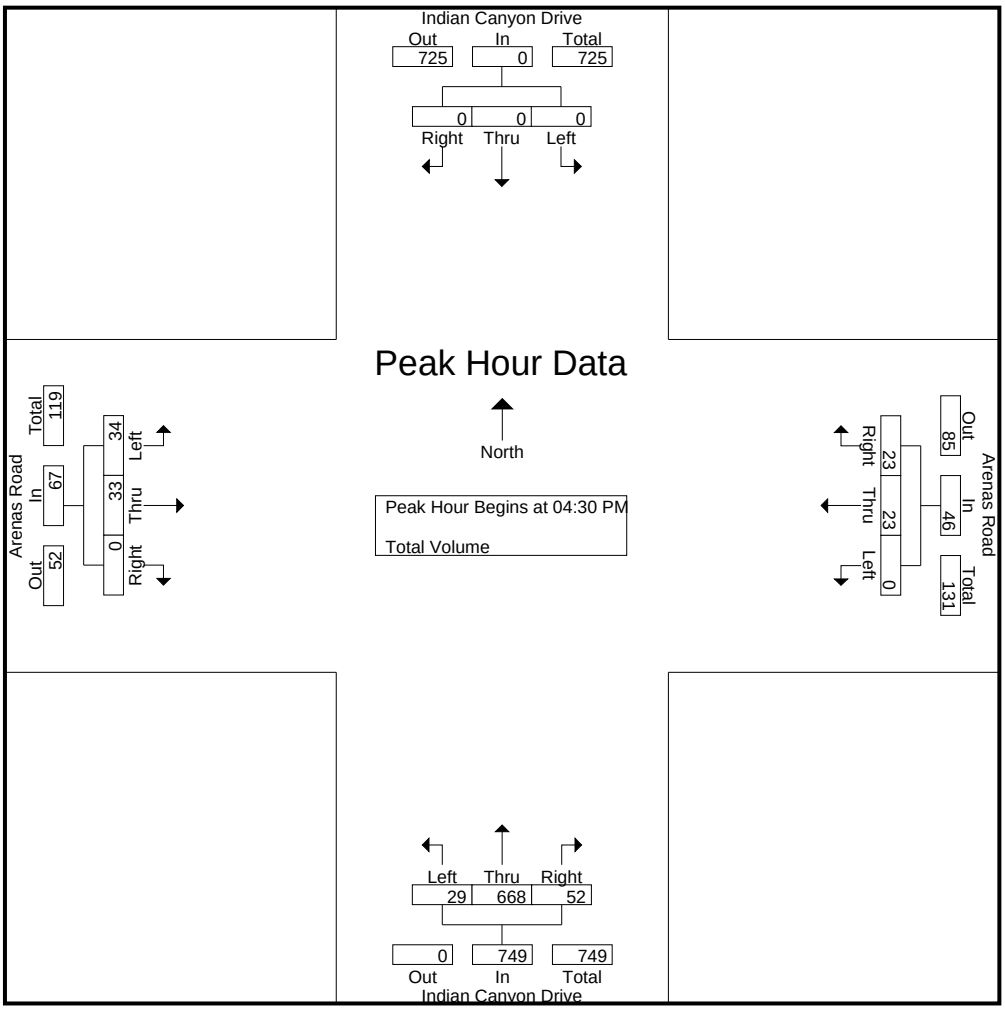

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:15 PM				04:30 PM				04:00 PM			
+0 mins.	0	0	0	0	0	**9**	9	**18**	8	163	15	186	**16**	9	0	**25**
+15 mins.	0	0	0	0	0	6	6	12	8	170	10	188	8	**11**	0	19
+30 mins.	0	0	0	0	0	7	3	10	**9**	163	**19**	**191**	10	7	0	17
+45 mins.	0	0	0	0	0	4	**11**	15	4	**172**	8	184	8	8	0	16
Total Volume	0	0	0	0	0	26	29	55	29	668	52	749	42	35	0	77
% App. Total	0	0	0		0	47.3	52.7		3.9	89.2	6.9		54.5	45.5	0	
PHF	.000	.000	.000	.000	.000	.722	.659	.764	.806	.971	.684	.980	.656	.795	.000	.770

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E/W: Arenas Road
Weather: Clear

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Site Code : 00915442
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Groups Printed- Total Volume

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	0	0	0	0	10	10	20	12	182	12	206	7	10	0	17	243
11:15 AM	0	0	0	0	0	8	8	16	6	197	20	223	14	2	0	16	255
11:30 AM	0	0	0	0	0	7	7	14	10	181	17	208	14	12	0	26	248
11:45 AM	0	0	0	0	0	12	9	21	11	208	14	233	12	11	0	23	277
Total	0	0	0	0	0	37	34	71	39	768	63	870	47	35	0	82	1023
12:00 PM	0	0	0	0	0	9	10	19	13	188	16	217	13	8	1	22	258
12:15 PM	0	0	0	0	0	8	11	19	17	215	24	256	16	10	0	26	301
12:30 PM	0	0	0	0	0	2	8	10	18	202	22	242	28	10	0	38	290
12:45 PM	0	0	0	0	0	4	14	18	6	192	15	213	18	8	0	26	257
Total	0	0	0	0	0	23	43	66	54	797	77	928	75	36	1	112	1106
Grand Total	0	0	0	0	0	60	77	137	93	1565	140	1798	122	71	1	194	2129
Apprch %	0	0	0		0	43.8	56.2		5.2	87	7.8		62.9	36.6	0.5		
Total %	0	0	0	0	0	2.8	3.6	6.4	4.4	73.5	6.6	84.5	5.7	3.3	0	9.1	

	Indian Canyon Drive Southbound				Arenas Road Westbound				Indian Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	0	0	0	0	0	**12**	9	**21**	11	208	14	233	12	**11**	0	23	277
12:00 PM	0	0	0	0	0	9	10	19	13	188	16	217	13	8	**1**	22	258
12:15 PM	0	0	0	0	0	8	**11**	19	17	**215**	**24**	**256**	16	10	0	26	**301**
12:30 PM	0	0	0	0	0	2	8	10	**18**	202	22	242	**28**	10	0	**38**	290
Total Volume	0	0	0	0	0	31	38	69	59	813	76	948	69	39	1	109	1126
% App. Total	0	0	0		0	44.9	55.1		6.2	85.8	8		63.3	35.8	0.9		
PHF	.000	.000	.000	.000	.000	.646	.864	.821	.819	.945	.792	.926	.616	.886	.250	.717	.935

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Weather: Clear

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Site Code : 00915442
Start Date : 8/22/2015
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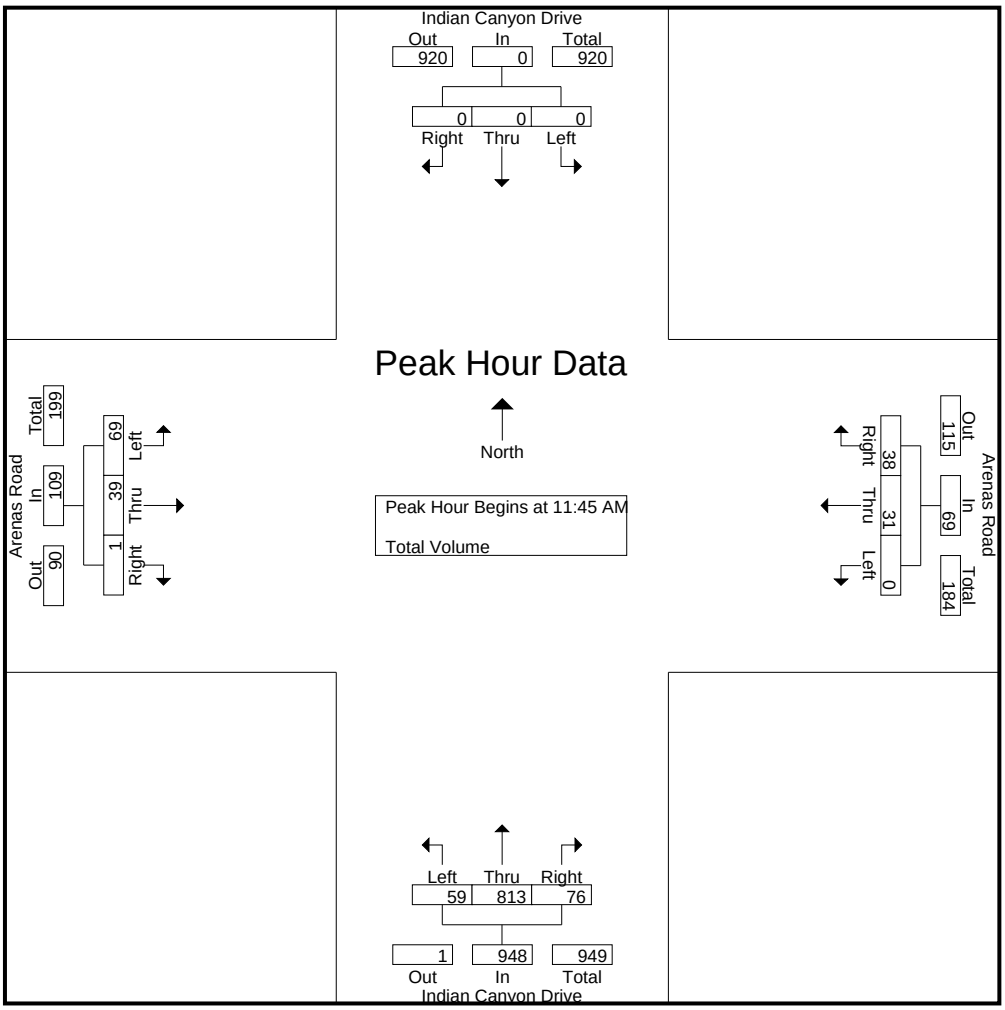

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM				11:30 AM				11:45 AM				12:00 PM			
+0 mins.	0	0	0	0	0	7	7	14	11	208	14	233	13	8	**1**	22
+15 mins.	0	0	0	0	0	**12**	9	**21**	13	188	16	217	16	**10**	0	26
+30 mins.	0	0	0	0	0	9	10	19	17	**215**	**24**	**256**	**28**	10	0	**38**
+45 mins.	0	0	0	0	0	8	**11**	19	**18**	202	22	242	18	8	0	26
Total Volume	0	0	0	0	0	36	37	73	59	813	76	948	75	36	1	112
% App. Total	0	0	0		0	49.3	50.7		6.2	85.8	8		67	32.1	0.9	
PHF	.000	.000	.000	.000	.000	.750	.841	.869	.819	.945	.792	.926	.670	.900	.250	.737

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E/W: Amado Road
Weather: Clear

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Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	12	143	2	157	16	10	0	26	0	0	0	0	0	6	7	13	196
11:15 AM	11	145	2	158	14	5	0	19	0	0	0	0	0	3	7	10	187
11:30 AM	15	159	2	176	13	14	0	27	0	0	0	0	0	4	6	10	213
11:45 AM	15	146	3	164	20	9	0	29	0	0	0	0	0	7	1	8	201
Total	53	593	9	655	63	38	0	101	0	0	0	0	0	20	21	41	797
12:00 PM	11	158	4	173	18	5	0	23	0	0	0	0	0	2	10	12	208
12:15 PM	13	159	5	177	30	11	0	41	0	0	0	0	0	5	3	8	226
12:30 PM	21	155	3	179	12	4	0	16	0	0	0	0	0	4	5	9	204
12:45 PM	11	162	6	179	18	7	0	25	0	0	0	0	0	6	4	10	214
Total	56	634	18	708	78	27	0	105	0	0	0	0	0	17	22	39	852
Grand Total	109	1227	27	1363	141	65	0	206	0	0	0	0	0	37	43	80	1649
Apprch %	8	90	2		68.4	31.6	0		0	0	0		0	46.2	53.8		
Total %	6.6	74.4	1.6	82.7	8.6	3.9	0	12.5	0	0	0	0	0	2.2	2.6	4.9	

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	11	158	4	173	18	5	0	23	0	0	0	0	0	2	**10**	**12**	208
12:15 PM	13	159	5	177	**30**	**11**	0	**41**	0	0	0	0	0	5	3	8	**226**
12:30 PM	**21**	155	3	**179**	12	4	0	16	0	0	0	0	0	4	5	9	204
12:45 PM	11	**162**	**6**	179	18	7	0	25	0	0	0	0	0	**6**	4	10	214
Total Volume	56	634	18	708	78	27	0	105	0	0	0	0	0	17	22	39	852
% App. Total	7.9	89.5	2.5		74.3	25.7	0		0	0	0		0	43.6	56.4		
PHF	.667	.978	.750	.989	.650	.614	.000	.640	.000	.000	.000	.000	.000	.708	.550	.813	.942

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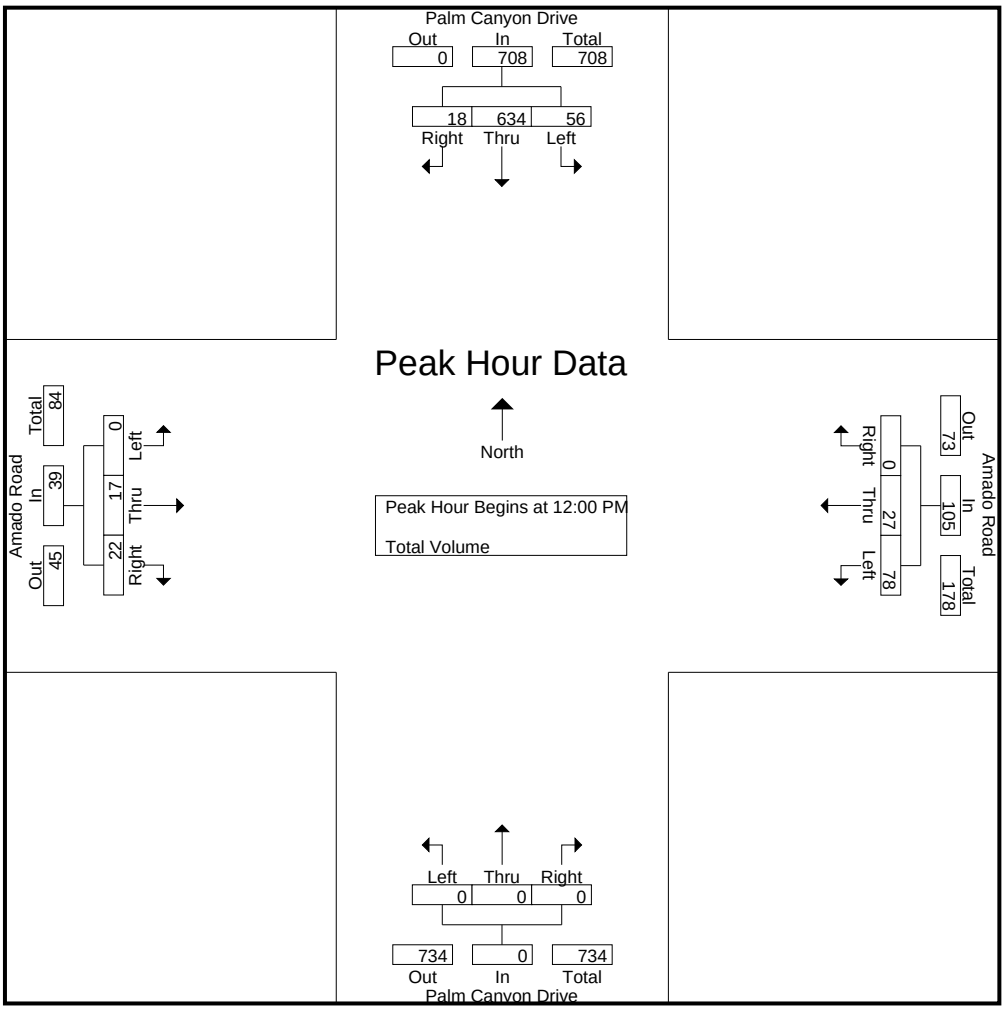

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:30 AM				11:00 AM				11:00 AM			
+0 mins.	11	158	4	173	13	**14**	0	27	0	0	0	0	0	6	**7**	**13**
+15 mins.	13	159	5	177	20	9	0	29	0	0	0	0	0	3	7	10
+30 mins.	**21**	155	3	**179**	18	5	0	23	0	0	0	0	0	4	6	10
+45 mins.	11	**162**	**6**	179	**30**	11	0	**41**	0	0	0	0	0	**7**	1	8
Total Volume	56	634	18	708	81	39	0	120	0	0	0	0	0	20	21	41
% App. Total	7.9	89.5	2.5		67.5	32.5	0		0	0	0		0	48.8	51.2	
PHF	.667	.978	.750	.989	.675	.696	.000	.732	.000	.000	.000	.000	.000	.714	.750	.788

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Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	23	120	1	144	13	8	0	21	0	0	0	0	0	3	2	5	170
04:15 PM	11	120	9	140	8	6	0	14	0	0	0	0	0	3	4	7	161
04:30 PM	9	110	3	122	12	3	1	16	0	0	0	0	0	4	3	7	145
04:45 PM	17	117	5	139	16	5	0	21	0	0	0	0	0	3	4	7	167
Total	60	467	18	545	49	22	1	72	0	0	0	0	0	13	13	26	643
05:00 PM	8	110	6	124	8	2	0	10	0	0	0	0	0	4	6	10	144
05:15 PM	12	152	2	166	17	8	0	25	0	0	0	0	0	5	5	10	201
05:30 PM	6	119	1	126	15	3	0	18	0	0	0	0	0	3	2	5	149
05:45 PM	12	103	2	117	16	6	0	22	0	0	0	0	0	4	2	6	145
Total	38	484	11	533	56	19	0	75	0	0	0	0	0	16	15	31	639
Grand Total	98	951	29	1078	105	41	1	147	0	0	0	0	0	29	28	57	1282
Apprch %	9.1	88.2	2.7		71.4	27.9	0.7		0	0	0		0	50.9	49.1		
Total %	7.6	74.2	2.3	84.1	8.2	3.2	0.1	11.5	0	0	0	0	0	2.3	2.2	4.4	

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**17**	117	5	139	16	5	0	21	0	0	0	0	0	3	4	7	167
05:00 PM	8	110	**6**	124	8	2	0	10	0	0	0	0	0	4	**6**	**10**	144
05:15 PM	12	**152**	2	**166**	**17**	**8**	0	**25**	0	0	0	0	0	**5**	5	10	**201**
05:30 PM	6	119	1	126	15	3	0	18	0	0	0	0	0	3	2	5	149
Total Volume	43	498	14	555	56	18	0	74	0	0	0	0	0	15	17	32	661
% App. Total	7.7	89.7	2.5		75.7	24.3	0		0	0	0		0	46.9	53.1		
PHF	.632	.819	.583	.836	.824	.563	.000	.740	.000	.000	.000	.000	.000	.750	.708	.800	.822

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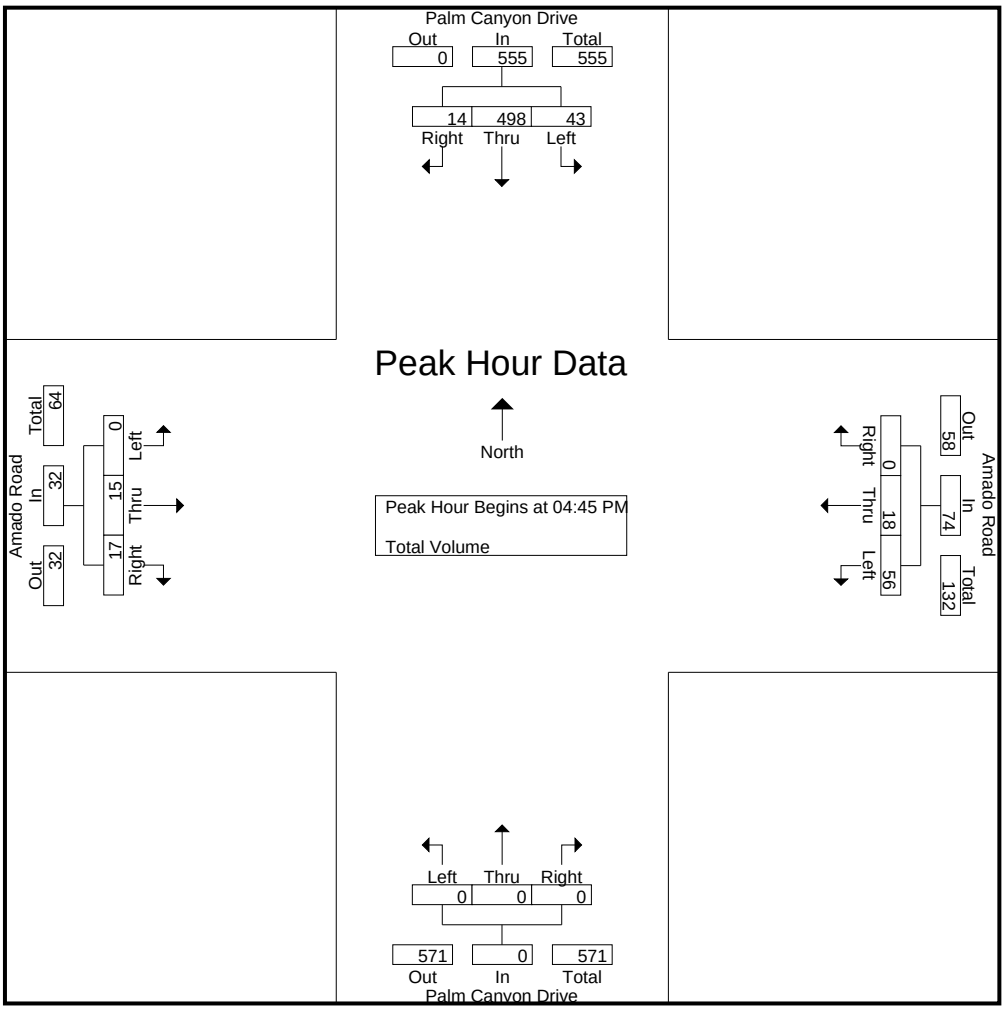

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	**17**	117	5	139	8	2	0	10	0	0	0	0	0	4	3	7
+15 mins.	8	110	**6**	124	**17**	**8**	0	**25**	0	0	0	0	0	3	4	7
+30 mins.	12	**152**	2	**166**	15	3	0	18	0	0	0	0	0	4	**6**	**10**
+45 mins.	6	119	1	126	16	6	0	22	0	0	0	0	0	**5**	5	10
Total Volume	43	498	14	555	56	19	0	75	0	0	0	0	0	16	18	34
% App. Total	7.7	89.7	2.5		74.7	25.3	0		0	0	0		0	47.1	52.9	
PHF	.632	.819	.583	.836	.824	.594	.000	.750	.000	.000	.000	.000	.000	.800	.750	.850

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Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	10	193	8	211	23	9	1	33	0	0	0	0	0	5	7	12	256
11:15 AM	9	183	6	198	18	10	0	28	0	0	0	0	0	7	12	19	245
11:30 AM	17	165	2	184	18	11	0	29	0	0	0	0	0	6	7	13	226
11:45 AM	16	183	6	205	26	12	0	38	0	0	0	0	0	4	8	12	255
Total	52	724	22	798	85	42	1	128	0	0	0	0	0	22	34	56	982
12:00 PM	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14	273
12:15 PM	16	181	6	203	20	8	0	28	0	0	0	0	0	5	11	16	247
12:30 PM	13	173	5	191	29	12	0	41	0	0	0	0	0	4	7	11	243
12:45 PM	24	204	9	237	29	12	0	41	0	0	0	0	0	8	11	19	297
Total	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60	1060
Grand Total	121	1483	50	1654	189	82	1	272	0	0	0	0	0	45	71	116	2042
Apprch %	7.3	89.7	3		69.5	30.1	0.4		0	0	0		0	38.8	61.2		
Total %	5.9	72.6	2.4	81	9.3	4	0	13.3	0	0	0	0	0	2.2	3.5	5.7	

	Palm Canyon Drive Southbound				Amado Road Westbound				Palm Canyon Drive Northbound				Amado Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14	273
12:15 PM	16	181	6	203	20	8	0	28	0	0	0	0	0	5	**11**	16	247
12:30 PM	13	173	5	191	**29**	**12**	0	**41**	0	0	0	0	0	4	7	11	243
12:45 PM	**24**	**204**	**9**	**237**	29	12	0	41	0	0	0	0	0	**8**	11	**19**	**297**
Total Volume	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60	1060
% App. Total	8.1	88.7	3.3		72.2	27.8	0		0	0	0		0	38.3	61.7		
PHF	.719	.930	.778	.903	.897	.833	.000	.878	.000	.000	.000	.000	.000	.719	.841	.789	.892

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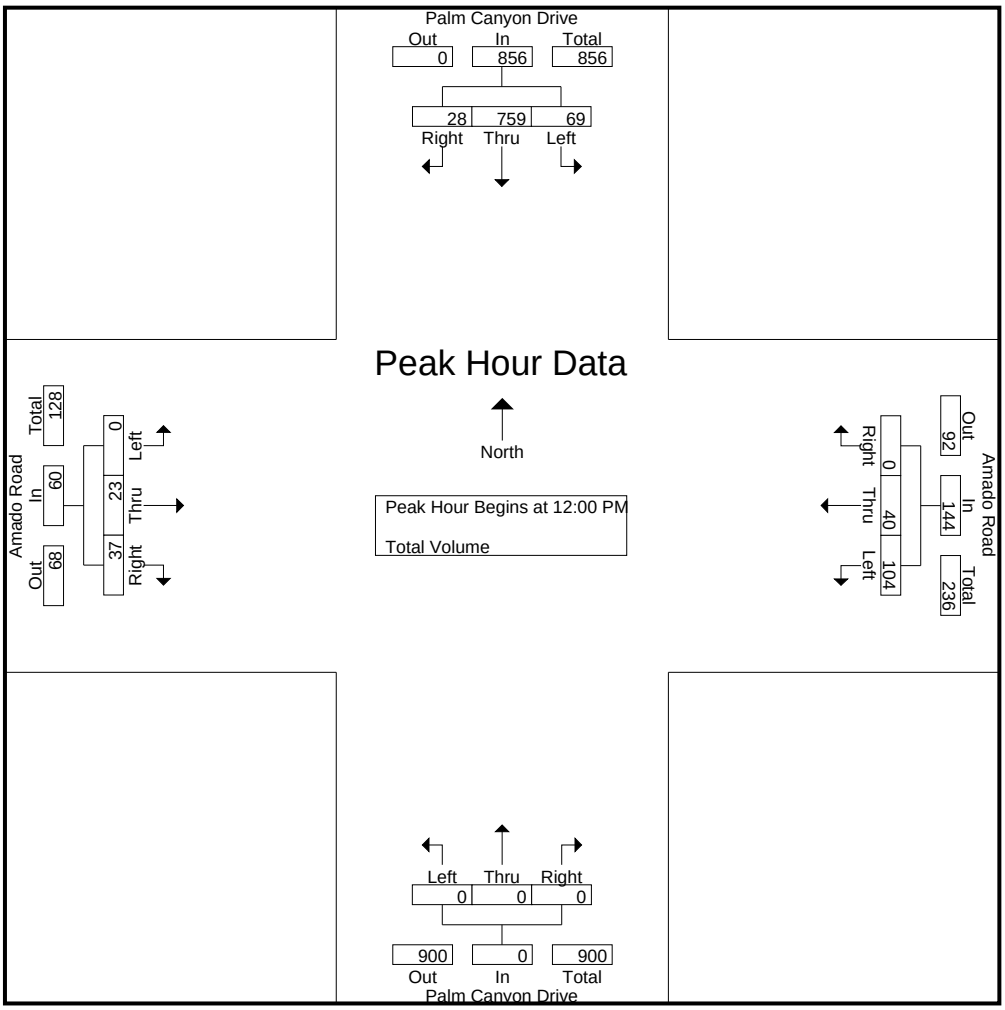

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				12:00 PM				11:00 AM				12:00 PM			
+0 mins.	16	201	8	225	26	8	0	34	0	0	0	0	0	6	8	14
+15 mins.	16	181	6	203	20	8	0	28	0	0	0	0	0	5	**11**	16
+30 mins.	13	173	5	191	**29**	**12**	0	**41**	0	0	0	0	0	4	7	11
+45 mins.	**24**	**204**	**9**	**237**	29	12	0	41	0	0	0	0	0	**8**	11	**19**
Total Volume	69	759	28	856	104	40	0	144	0	0	0	0	0	23	37	60
% App. Total	8.1	88.7	3.3		72.2	27.8	0		0	0	0		0	38.3	61.7	
PHF	.719	.930	.778	.903	.897	.833	.000	.878	.000	.000	.000	.000	.000	.719	.841	.789

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File Name : PLSPATAMD
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Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	26	125	14	165	22	17	0	39	0	0	0	0	0	25	7	32	236
11:15 AM	23	125	8	156	22	15	0	37	0	0	0	0	0	16	9	25	218
11:30 AM	14	152	6	172	24	14	0	38	0	0	0	0	0	22	3	25	235
11:45 AM	19	136	10	165	19	17	0	36	0	0	0	0	0	20	10	30	231
Total	82	538	38	658	87	63	0	150	0	0	0	0	0	83	29	112	920
12:00 PM	12	160	5	177	25	9	0	34	0	0	0	0	0	18	5	23	234
12:15 PM	21	141	10	172	15	8	0	23	0	0	0	0	0	18	7	25	220
12:30 PM	25	143	9	177	19	12	0	31	0	0	0	0	0	11	6	17	225
12:45 PM	20	149	12	181	17	14	0	31	0	0	0	0	0	20	0	20	232
Total	78	593	36	707	76	43	0	119	0	0	0	0	0	67	18	85	911
Grand Total	160	1131	74	1365	163	106	0	269	0	0	0	0	0	150	47	197	1831
Apprch %	11.7	82.9	5.4		60.6	39.4	0		0	0	0		0	76.1	23.9		
Total %	8.7	61.8	4	74.5	8.9	5.8	0	14.7	0	0	0	0	0	8.2	2.6	10.8	

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:00 AM																	
11:00 AM	26	125	14	165	22	17	0	39	0	0	0	0	0	25	7	32	236
11:15 AM	23	125	8	156	22	15	0	37	0	0	0	0	0	16	9	25	218
11:30 AM	14	152	6	172	24	14	0	38	0	0	0	0	0	22	3	25	235
11:45 AM	19	136	10	165	19	17	0	36	0	0	0	0	0	20	10	30	231
Total Volume	82	538	38	658	87	63	0	150	0	0	0	0	0	83	29	112	920
% App. Total	12.5	81.8	5.8		58	42	0		0	0	0		0	74.1	25.9		
PHF	.788	.885	.679	.956	.906	.926	.000	.962	.000	.000	.000	.000	.000	.830	.725	.875	.975

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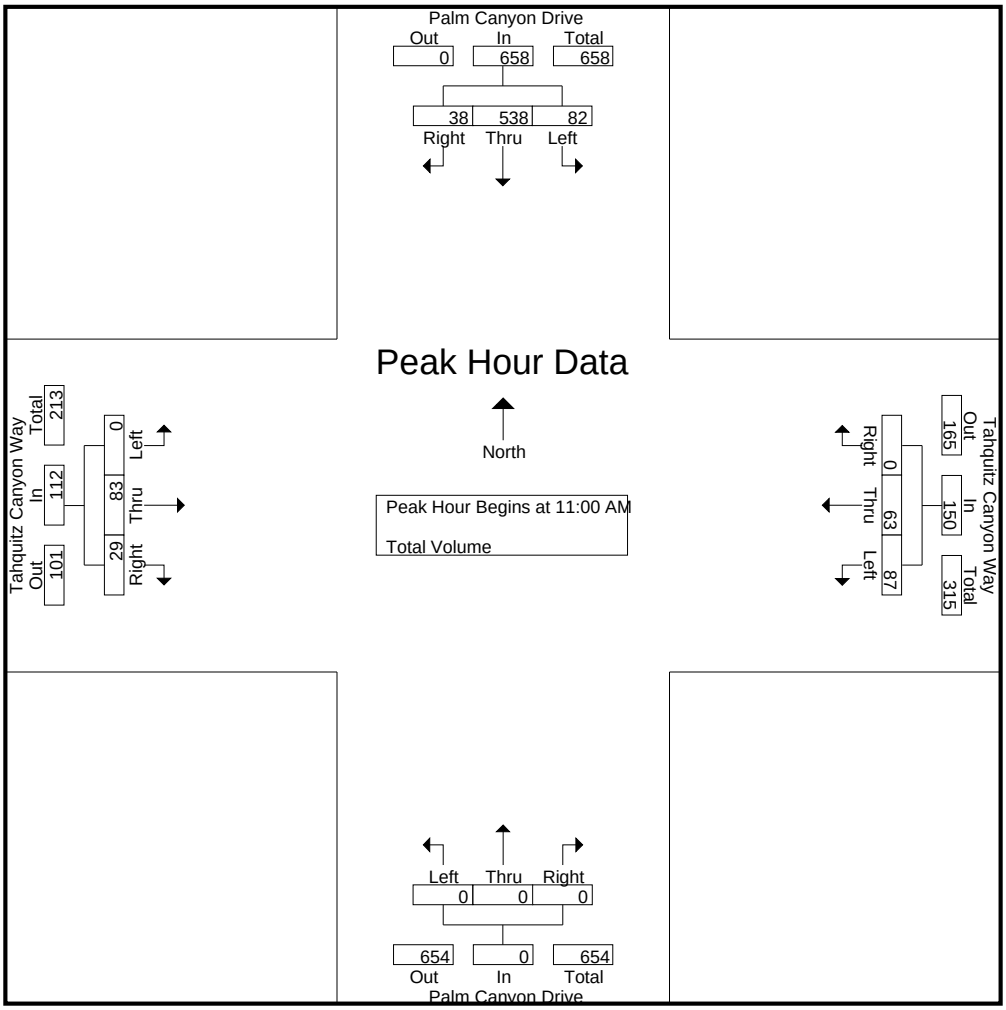

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:00 AM				11:00 AM				11:00 AM			
+0 mins.	12	160	5	177	22	17	0	39	0	0	0	0	0	25	7	32
+15 mins.	21	141	10	172	22	15	0	37	0	0	0	0	0	16	9	25
+30 mins.	25	143	9	177	24	14	0	38	0	0	0	0	0	22	3	25
+45 mins.	20	149	12	181	19	17	0	36	0	0	0	0	0	20	10	30
Total Volume	78	593	36	707	87	63	0	150	0	0	0	0	0	83	29	112
% App. Total	11	83.9	5.1		58	42	0		0	0	0		0	74.1	25.9	
PHF	.780	.927	.750	.977	.906	.926	.000	.962	.000	.000	.000	.000	.000	.830	.725	.875

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951-268-6268

City of Palm Springs
N/S: Palm Canyon Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSPATAPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	11	115	8	134	15	10	0	25	0	0	0	0	0	12	4	16	175
04:15 PM	13	115	9	137	12	3	0	15	0	0	0	0	0	9	4	13	165
04:30 PM	16	93	12	121	19	12	0	31	0	0	0	0	0	20	7	27	179
04:45 PM	9	112	11	132	16	11	0	27	0	0	0	0	0	17	1	18	177
Total	49	435	40	524	62	36	0	98	0	0	0	0	0	58	16	74	696
05:00 PM	10	107	5	122	14	8	0	22	0	0	0	0	0	15	2	17	161
05:15 PM	11	144	6	161	19	11	0	30	0	0	0	0	0	15	3	18	209
05:30 PM	11	109	6	126	20	9	0	29	0	0	0	0	0	8	6	14	169
05:45 PM	13	94	13	120	18	6	0	24	0	0	0	0	0	4	4	8	152
Total	45	454	30	529	71	34	0	105	0	0	0	0	0	42	15	57	691
Grand Total	94	889	70	1053	133	70	0	203	0	0	0	0	0	100	31	131	1387
Apprch %	8.9	84.4	6.6		65.5	34.5	0		0	0	0		0	76.3	23.7		
Total %	6.8	64.1	5	75.9	9.6	5	0	14.6	0	0	0	0	0	7.2	2.2	9.4	

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**16**	93	**12**	121	**19**	**12**	0	**31**	0	0	0	0	0	**20**	**7**	**27**	179
04:45 PM	9	112	11	132	16	11	0	27	0	0	0	0	0	17	1	18	177
05:00 PM	10	107	5	122	14	8	0	22	0	0	0	0	0	15	2	17	161
05:15 PM	11	**144**	6	**161**	19	11	0	30	0	0	0	0	0	15	3	18	**209**
Total Volume	46	456	34	536	68	42	0	110	0	0	0	0	0	67	13	80	726
% App. Total	8.6	85.1	6.3		61.8	38.2	0		0	0	0		0	83.8	16.2		
PHF	.719	.792	.708	.832	.895	.875	.000	.887	.000	.000	.000	.000	.000	.838	.464	.741	.868

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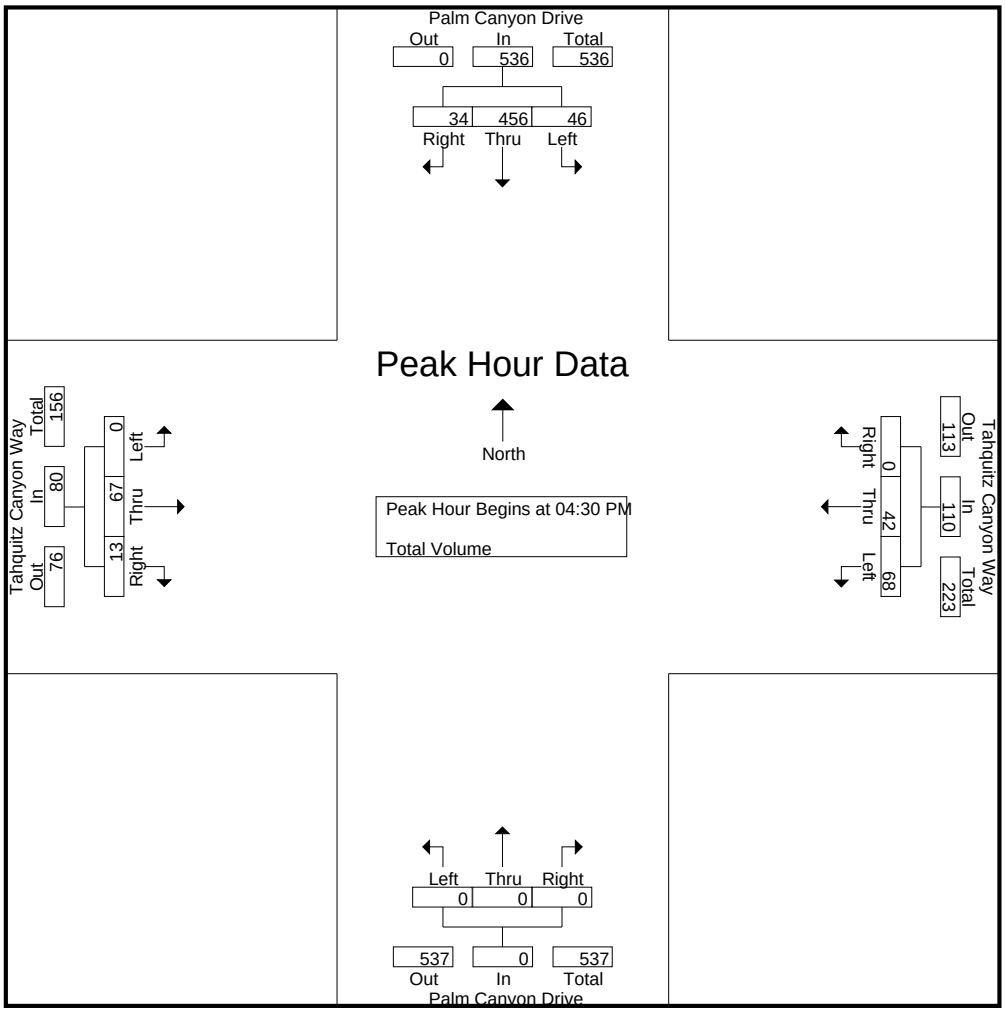
File Name : PLSPATAPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:00 PM				04:30 PM			
+0 mins.	9	112	**11**	132	**19**	**12**	0	**31**	0	0	0	0	0	**20**	**7**	**27**
+15 mins.	10	107	5	122	16	11	0	27	0	0	0	0	0	17	1	18
+30 mins.	**11**	**144**	6	**161**	14	8	0	22	0	0	0	0	0	15	2	17
+45 mins.	11	109	6	126	19	11	0	30	0	0	0	0	0	15	3	18
Total Volume	41	472	28	541	68	42	0	110	0	0	0	0	0	67	13	80
% App. Total	7.6	87.2	5.2		61.8	38.2	0		0	0	0		0	83.8	16.2	
PHF	.932	.819	.636	.840	.895	.875	.000	.887	.000	.000	.000	.000	.000	.838	.464	.741

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City of Palm Springs
N/S: Palm Canyon Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSPATASA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	34	172	15	221	15	9	0	24	0	0	0	0	0	12	15	27	272
11:15 AM	34	135	15	184	35	20	0	55	0	0	0	0	0	21	6	27	266
11:30 AM	28	150	17	195	20	12	0	32	0	0	0	0	0	14	10	24	251
11:45 AM	28	159	15	202	25	13	0	38	0	0	0	0	0	15	8	23	263
Total	124	616	62	802	95	54	0	149	0	0	0	0	0	62	39	101	1052
12:00 PM	26	190	19	235	30	17	0	47	0	0	0	0	0	24	10	34	316
12:15 PM	26	170	12	208	34	11	0	45	0	0	0	0	0	22	3	25	278
12:30 PM	23	154	14	191	23	17	0	40	0	0	0	0	0	28	6	34	265
12:45 PM	34	186	20	240	32	6	0	38	0	0	0	0	0	16	9	25	303
Total	109	700	65	874	119	51	0	170	0	0	0	0	0	90	28	118	1162
Grand Total	233	1316	127	1676	214	105	0	319	0	0	0	0	0	152	67	219	2214
Apprch %	13.9	78.5	7.6		67.1	32.9	0		0	0	0		0	69.4	30.6		
Total %	10.5	59.4	5.7	75.7	9.7	4.7	0	14.4	0	0	0	0	0	6.9	3	9.9	

	Palm Canyon Drive Southbound				Tahquitz Canyon Way Westbound				Palm Canyon Drive Northbound				Tahquitz Canyon Way Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	26	**190**	19	235	30	**17**	0	**47**	0	0	0	0	0	24	**10**	**34**	**316**
12:15 PM	26	170	12	208	**34**	11	0	45	0	0	0	0	0	22	3	25	278
12:30 PM	23	154	14	191	23	17	0	40	0	0	0	0	0	**28**	6	34	265
12:45 PM	**34**	186	**20**	**240**	32	6	0	38	0	0	0	0	0	16	9	25	303
Total Volume	109	700	65	874	119	51	0	170	0	0	0	0	0	90	28	118	1162
% App. Total	12.5	80.1	7.4		70	30	0		0	0	0		0	76.3	23.7		
PHF	.801	.921	.813	.910	.875	.750	.000	.904	.000	.000	.000	.000	.000	.804	.700	.868	.919

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City of Palm Springs
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Weather: Clear

File Name : PLSPATASA
Site Code : 00915442
Start Date : 8/22/2015
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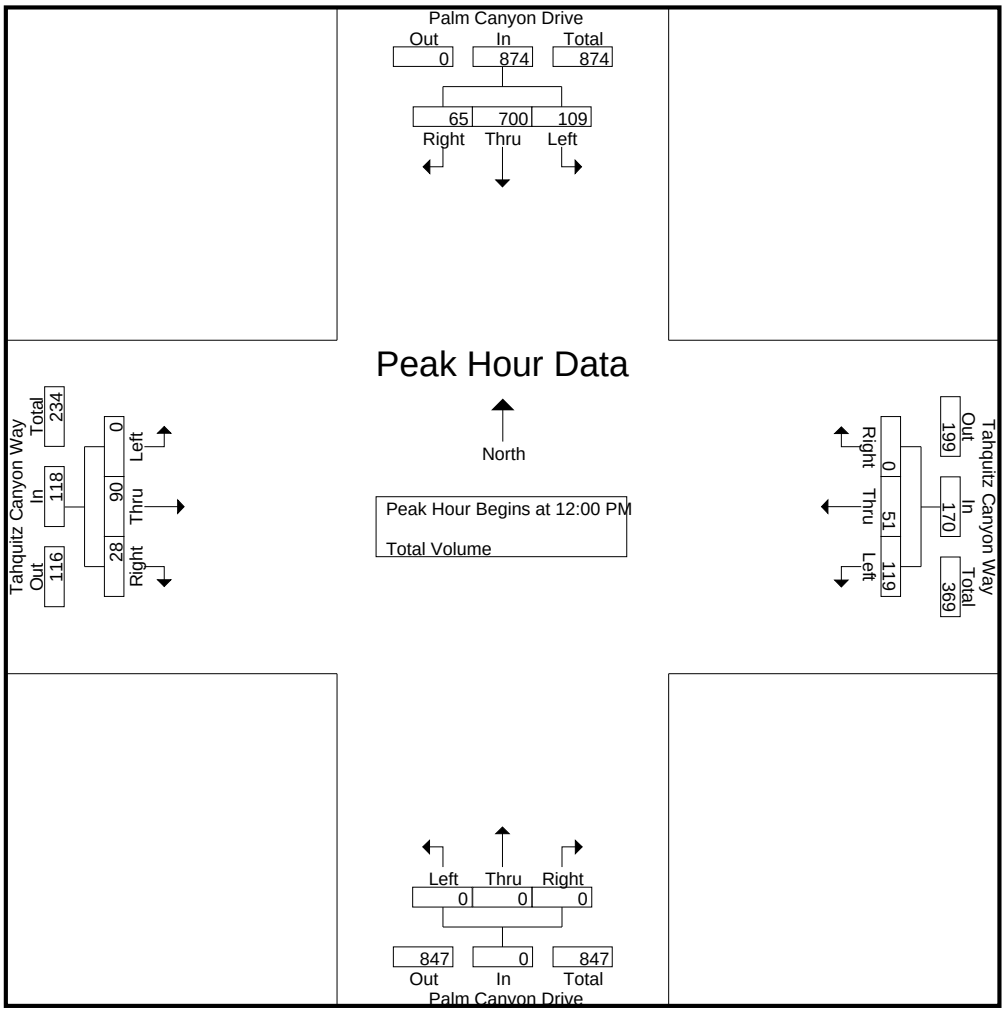

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:15 AM				11:00 AM				12:00 PM			
+0 mins.	26	**190**	19	235	**35**	**20**	0	**55**	0	0	0	0	0	24	**10**	**34**
+15 mins.	26	170	12	208	20	12	0	32	0	0	0	0	0	22	3	25
+30 mins.	23	154	14	191	25	13	0	38	0	0	0	0	0	**28**	6	34
+45 mins.	**34**	186	**20**	**240**	30	17	0	47	0	0	0	0	0	16	9	25
Total Volume	109	700	65	874	110	62	0	172	0	0	0	0	0	90	28	118
% App. Total	12.5	80.1	7.4		64	36	0		0	0	0		0	76.3	23.7	
PHF	.801	.921	.813	.910	.786	.775	.000	.782	.000	.000	.000	.000	.000	.804	.700	.868

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City of Palm Springs
N/S: Palm Canyon Drive
E/W: Arenas Road
Weather: Clear

File Name : PLSPAARMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	6	141	2	149	4	3	0	7	0	0	0	0	0	6	8	14	170
11:15 AM	6	124	11	141	9	4	0	13	0	0	0	0	0	9	4	13	167
11:30 AM	5	141	21	167	6	2	0	8	0	0	0	0	0	3	1	4	179
11:45 AM	14	147	9	170	12	5	0	17	0	0	0	0	0	2	4	6	193
Total	31	553	43	627	31	14	0	45	0	0	0	0	0	20	17	37	709
12:00 PM	9	148	19	176	7	6	0	13	0	0	0	0	0	9	5	14	203
12:15 PM	14	141	13	168	7	6	0	13	0	0	0	0	0	5	4	9	190
12:30 PM	5	151	11	167	11	6	0	17	0	0	0	0	0	4	3	7	191
12:45 PM	7	132	10	149	8	10	0	18	0	0	0	0	0	5	1	6	173
Total	35	572	53	660	33	28	0	61	0	0	0	0	0	23	13	36	757
Grand Total	66	1125	96	1287	64	42	0	106	0	0	0	0	0	43	30	73	1466
Apprch %	5.1	87.4	7.5		60.4	39.6	0		0	0	0		0	58.9	41.1		
Total %	4.5	76.7	6.5	87.8	4.4	2.9	0	7.2	0	0	0	0	0	2.9	2	5	

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:45 AM																	
11:45 AM	**14**	147	9	170	**12**	5	0	**17**	0	0	0	0	0	2	4	6	193
12:00 PM	9	148	**19**	**176**	7	**6**	0	13	0	0	0	0	0	**9**	**5**	**14**	**203**
12:15 PM	14	141	13	168	7	6	0	13	0	0	0	0	0	5	4	9	190
12:30 PM	5	**151**	11	167	11	6	0	17	0	0	0	0	0	4	3	7	191
Total Volume	42	587	52	681	37	23	0	60	0	0	0	0	0	20	16	36	777
% App. Total	6.2	86.2	7.6		61.7	38.3	0		0	0	0		0	55.6	44.4		
PHF	.750	.972	.684	.967	.771	.958	.000	.882	.000	.000	.000	.000	.000	.556	.800	.643	.957

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City of Palm Springs
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E/W: Arenas Road
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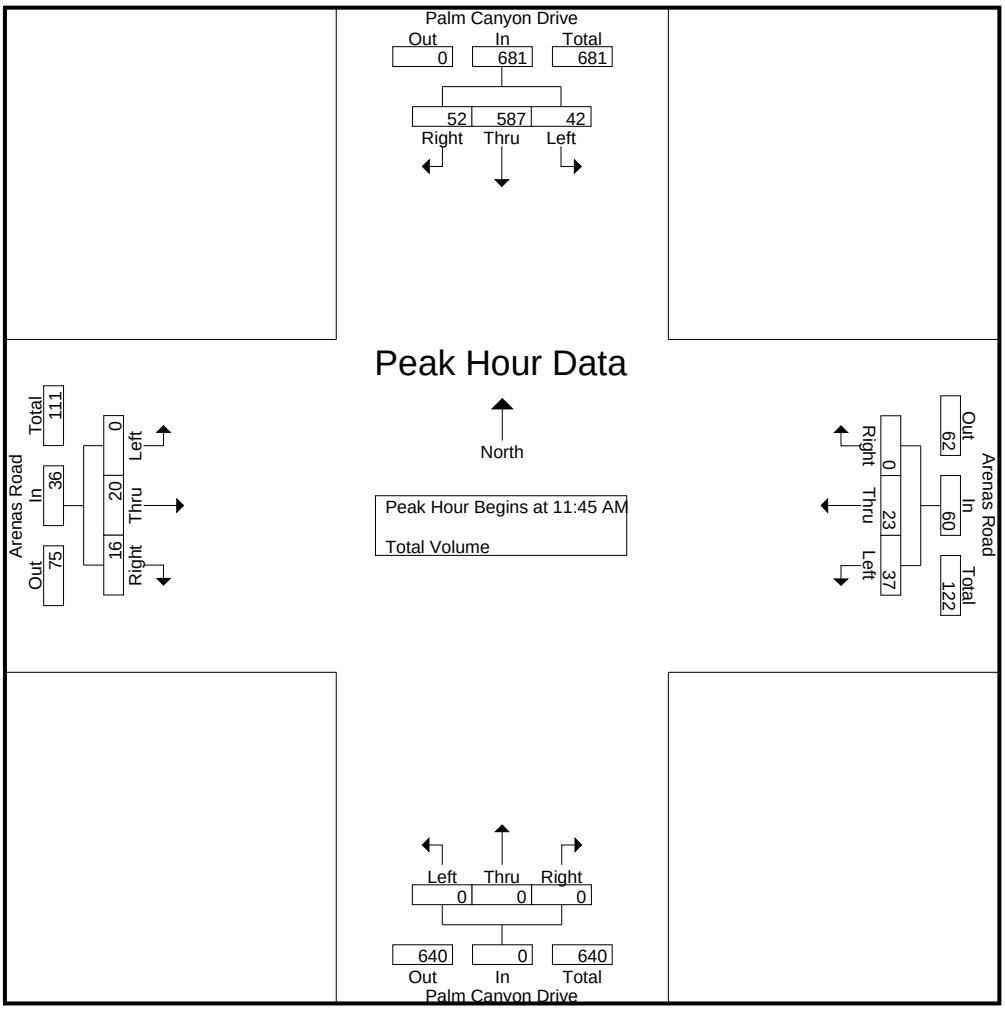

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM				12:00 PM				11:00 AM				11:00 AM			
+0 mins.	5	141	**21**	167	7	6	0	13	0	0	0	0	0	6	**8**	**14**
+15 mins.	**14**	147	9	170	7	6	0	13	0	0	0	0	0	**9**	4	13
+30 mins.	9	**148**	19	**176**	**11**	6	0	17	0	0	0	0	0	3	1	4
+45 mins.	14	141	13	168	8	**10**	0	**18**	0	0	0	0	0	2	4	6
Total Volume	42	577	62	681	33	28	0	61	0	0	0	0	0	20	17	37
% App. Total	6.2	84.7	9.1		54.1	45.9	0		0	0	0		0	54.1	45.9	
PHF	.750	.975	.738	.967	.750	.700	.000	.847	.000	.000	.000	.000	.000	.556	.531	.661

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City of Palm Springs
N/S: Palm Canyon Drive
E/W: Arenas Road
Weather: Clear

File Name : PLSPAARPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	125	10	141	5	4	0	9	0	0	0	0	0	14	2	16	166
04:15 PM	7	122	11	140	8	6	0	14	0	0	0	0	0	6	3	9	163
04:30 PM	4	106	6	116	7	6	0	13	0	0	0	0	0	5	3	8	137
04:45 PM	6	102	11	119	6	9	0	15	0	0	0	0	0	7	3	10	144
Total	23	455	38	516	26	25	0	51	0	0	0	0	0	32	11	43	610
05:00 PM	10	110	8	128	3	6	0	9	0	0	0	0	0	6	2	8	145
05:15 PM	15	128	16	159	4	5	0	9	0	0	0	0	0	4	4	8	176
05:30 PM	9	109	5	123	5	4	0	9	0	0	0	0	0	5	4	9	141
05:45 PM	7	93	8	108	9	2	0	11	0	0	0	0	0	10	2	12	131
Total	41	440	37	518	21	17	0	38	0	0	0	0	0	25	12	37	593
Grand Total	64	895	75	1034	47	42	0	89	0	0	0	0	0	57	23	80	1203
Apprch %	6.2	86.6	7.3		52.8	47.2	0		0	0	0		0	71.2	28.8		
Total %	5.3	74.4	6.2	86	3.9	3.5	0	7.4	0	0	0	0	0	4.7	1.9	6.7	

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	6	**125**	10	**141**	5	4	0	9	0	0	0	0	0	**14**	2	**16**	**166**
04:15 PM	**7**	122	**11**	140	**8**	6	0	14	0	0	0	0	0	6	**3**	9	163
04:30 PM	4	106	6	116	7	6	0	13	0	0	0	0	0	5	3	8	137
04:45 PM	6	102	11	119	6	**9**	0	**15**	0	0	0	0	0	7	3	10	144
Total Volume	23	455	38	516	26	25	0	51	0	0	0	0	0	32	11	43	610
% App. Total	4.5	88.2	7.4		51	49	0		0	0	0		0	74.4	25.6		
PHF	.821	.910	.864	.915	.813	.694	.000	.850	.000	.000	.000	.000	.000	.571	.917	.672	.919

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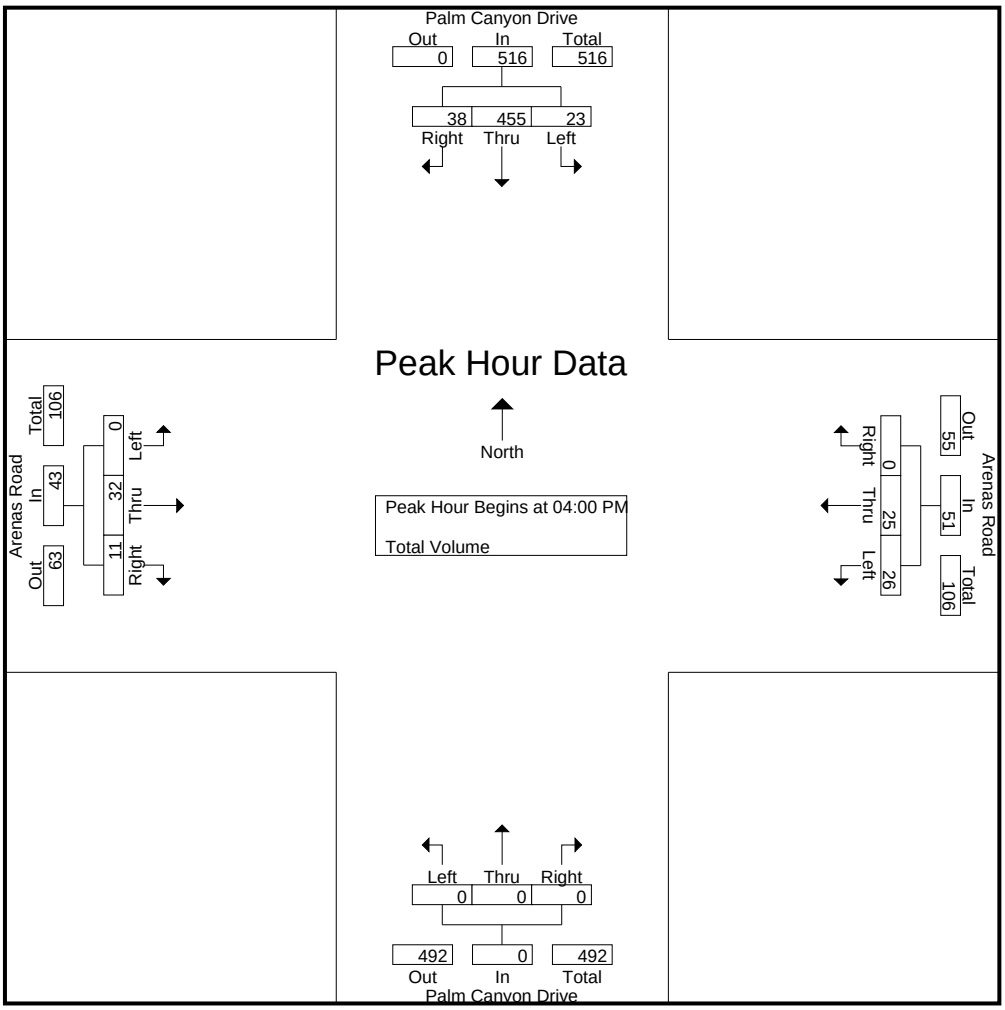

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	6	102	11	119	5	4	0	9	0	0	0	0	0	**14**	2	**16**
+15 mins.	10	110	8	128	**8**	6	0	14	0	0	0	0	0	6	**3**	9
+30 mins.	**15**	**128**	**16**	**159**	7	6	0	13	0	0	0	0	0	5	3	8
+45 mins.	9	109	5	123	6	**9**	0	**15**	0	0	0	0	0	7	3	10
Total Volume	40	449	40	529	26	25	0	51	0	0	0	0	0	32	11	43
% App. Total	7.6	84.9	7.6		51	49	0		0	0	0		0	74.4	25.6	
PHF	.667	.877	.625	.832	.813	.694	.000	.850	.000	.000	.000	.000	.000	.571	.917	.672

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City of Palm Springs
N/S: Palm Canyon Drive
E/W: Arenas Road
Weather: Clear

File Name : PLSPAARSA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	16	168	8	192	9	8	1	18	0	0	0	0	0	5	5	10	220
11:15 AM	15	151	11	177	9	8	0	17	0	0	0	0	0	6	3	9	203
11:30 AM	15	158	7	180	7	4	0	11	0	0	0	0	0	9	7	16	207
11:45 AM	21	166	8	195	9	10	0	19	0	0	0	0	0	8	7	15	229
Total	67	643	34	744	34	30	1	65	0	0	0	0	0	28	22	50	859
12:00 PM	13	189	12	214	9	7	0	16	0	0	0	0	0	10	3	13	243
12:15 PM	11	186	10	207	14	5	0	19	0	0	0	0	0	10	6	16	242
12:30 PM	24	148	15	187	10	7	0	17	0	0	0	0	0	13	12	25	229
12:45 PM	21	181	20	222	5	10	0	15	0	0	0	0	0	11	6	17	254
Total	69	704	57	830	38	29	0	67	0	0	0	0	0	44	27	71	968
Grand Total	136	1347	91	1574	72	59	1	132	0	0	0	0	0	72	49	121	1827
Apprch %	8.6	85.6	5.8		54.5	44.7	0.8		0	0	0		0	59.5	40.5		
Total %	7.4	73.7	5	86.2	3.9	3.2	0.1	7.2	0	0	0	0	0	3.9	2.7	6.6	

	Palm Canyon Drive Southbound				Arenas Road Westbound				Palm Canyon Drive Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	13	**189**	12	214	9	7	0	16	0	0	0	0	0	10	3	13	243
12:15 PM	11	186	10	207	**14**	5	0	**19**	0	0	0	0	0	10	6	16	242
12:30 PM	**24**	148	15	187	10	7	0	17	0	0	0	0	0	**13**	**12**	**25**	229
12:45 PM	21	181	**20**	**222**	5	**10**	0	15	0	0	0	0	0	11	6	17	**254**
Total Volume	69	704	57	830	38	29	0	67	0	0	0	0	0	44	27	71	968
% App. Total	8.3	84.8	6.9		56.7	43.3	0		0	0	0		0	62	38		
PHF	.719	.931	.713	.935	.679	.725	.000	.882	.000	.000	.000	.000	.000	.846	.563	.710	.953

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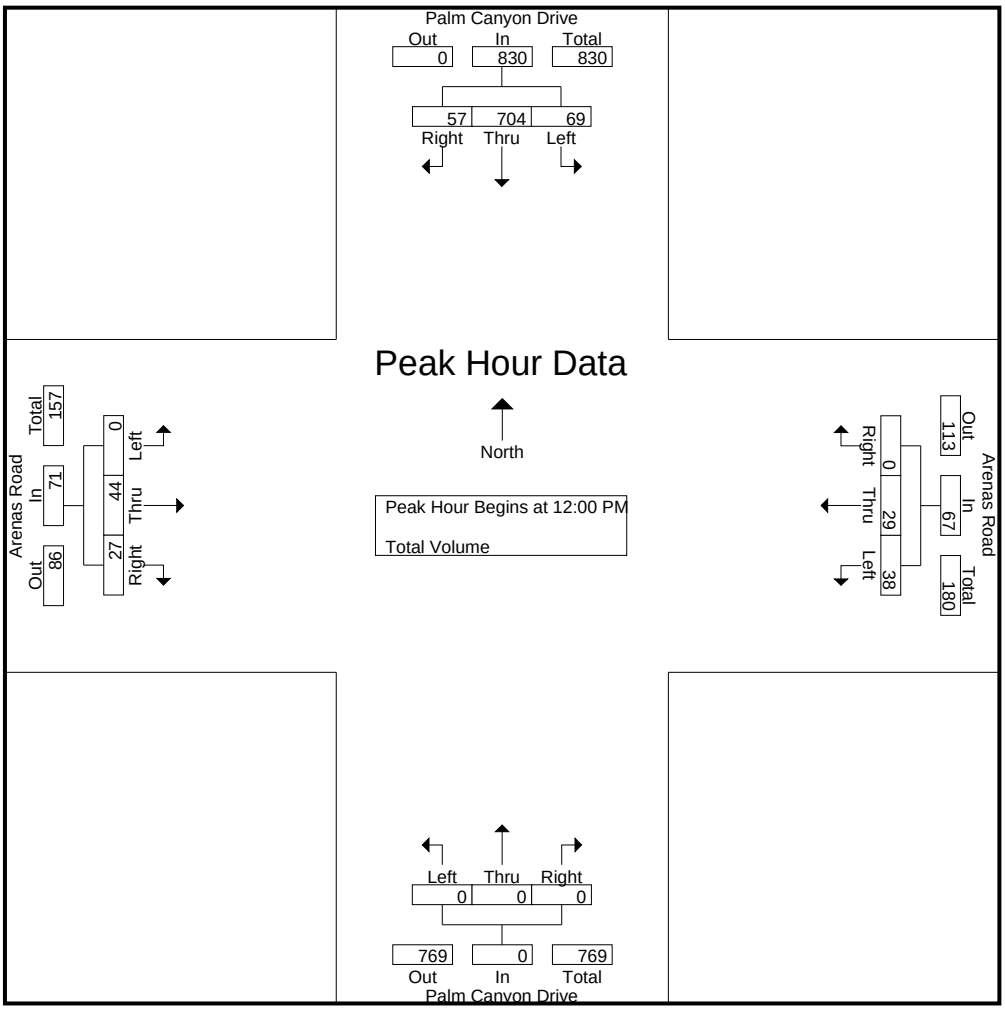
City of Palm Springs
N/S: Palm Canyon Drive
E/W: Arenas Road
Weather: Clear

File Name : PLSPAARSA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:00 AM				12:00 PM			
+0 mins.	13	**189**	12	214	9	**10**	0	**19**	0	0	0	0	0	10	3	13
+15 mins.	11	186	10	207	9	7	0	16	0	0	0	0	0	10	6	16
+30 mins.	**24**	148	15	187	**14**	5	0	19	0	0	0	0	0	**13**	**12**	**25**
+45 mins.	21	181	**20**	**222**	10	7	0	17	0	0	0	0	0	11	6	17
Total Volume	69	704	57	830	42	29	0	71	0	0	0	0	0	44	27	71
% App. Total	8.3	84.8	6.9		59.2	40.8	0		0	0	0		0	62	38	
PHF	.719	.931	.713	.935	.750	.725	.000	.934	.000	.000	.000	.000	.000	.846	.563	.710

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City of Palm Springs
N/S: Belardo Road
E/W: Amado Road
Weather: Clear

File Name : PLSBEAMMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	6	8	14	6	6	12	12	5	17	43
11:15 AM	2	3	5	3	3	6	9	7	16	27
11:30 AM	6	17	23	5	8	13	10	5	15	51
11:45 AM	5	8	13	2	9	11	14	4	18	42
Total	19	36	55	16	26	42	45	21	66	163
12:00 PM	5	18	23	6	3	9	6	7	13	45
12:15 PM	6	16	22	5	9	14	6	2	8	44
12:30 PM	2	11	13	3	2	5	16	8	24	42
12:45 PM	6	11	17	5	8	13	10	3	13	43
Total	19	56	75	19	22	41	38	20	58	174
Grand Total	38	92	130	35	48	83	83	41	124	337
Apprch %	29.2	70.8		42.2	57.8		66.9	33.1		
Total %	11.3	27.3	38.6	10.4	14.2	24.6	24.6	12.2	36.8	

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:30 AM										
11:30 AM	**6**	17	**23**	5	8	13	10	5	15	**51**
11:45 AM	5	8	13	2	**9**	11	**14**	4	**18**	42
12:00 PM	5	**18**	23	**6**	3	9	6	**7**	13	45
12:15 PM	6	16	22	5	9	**14**	6	2	8	44
Total Volume	22	59	81	18	29	47	36	18	54	182
% App. Total	27.2	72.8		38.3	61.7		66.7	33.3		
PHF	.917	.819	.880	.750	.806	.839	.643	.643	.750	.892

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City of Palm Springs
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Weather: Clear

File Name : PLSBEAMMD
Site Code : 00915442
Start Date : 8/19/2015
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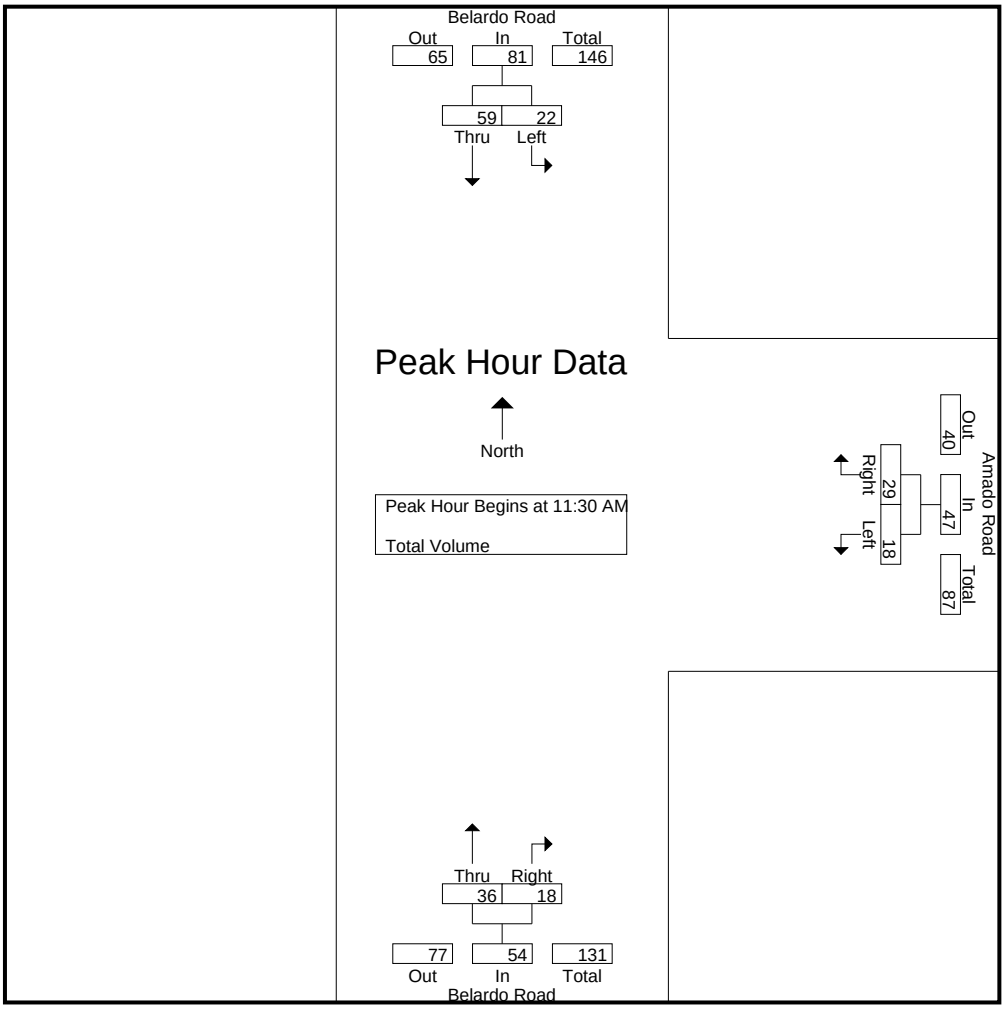

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			11:30 AM			11:00 AM		
+0 mins.	**6**	17	**23**	5	8	13	12	5	17
+15 mins.	5	8	13	2	**9**	11	9	**7**	16
+30 mins.	5	**18**	23	**6**	3	9	10	5	15
+45 mins.	6	16	22	5	9	**14**	**14**	4	**18**
Total Volume	22	59	81	18	29	47	45	21	66
% App. Total	27.2	72.8		38.3	61.7		68.2	31.8	
PHF	.917	.819	.880	.750	.806	.839	.804	.750	.917

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City of Palm Springs
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E/W: Amado Road
Weather: Clear

File Name : PLSBEAMPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	2	5	7	3	6	9	9	2	11	27
04:15 PM	5	8	13	5	6	11	9	2	11	35
04:30 PM	1	13	14	3	3	6	8	4	12	32
04:45 PM	2	10	12	3	4	7	14	3	17	36
Total	10	36	46	14	19	33	40	11	51	130
05:00 PM	5	10	15	4	3	7	18	2	20	42
05:15 PM	5	12	17	3	7	10	8	3	11	38
05:30 PM	1	5	6	0	4	4	11	4	15	25
05:45 PM	2	7	9	4	3	7	6	1	7	23
Total	13	34	47	11	17	28	43	10	53	128
Grand Total	23	70	93	25	36	61	83	21	104	258
Apprch %	24.7	75.3		41	59		79.8	20.2		
Total %	8.9	27.1	36	9.7	14	23.6	32.2	8.1	40.3	

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	1	**13**	14	3	3	6	8	**4**	12	32
04:45 PM	2	10	12	3	4	7	14	3	17	36
05:00 PM	**5**	10	15	**4**	3	7	**18**	2	**20**	**42**
05:15 PM	5	12	**17**	3	**7**	**10**	8	3	11	38
Total Volume	13	45	58	13	17	30	48	12	60	148
% App. Total	22.4	77.6		43.3	56.7		80	20		
PHF	.650	.865	.853	.813	.607	.750	.667	.750	.750	.881

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File Name : PLSBEAMPM
Site Code : 00915442
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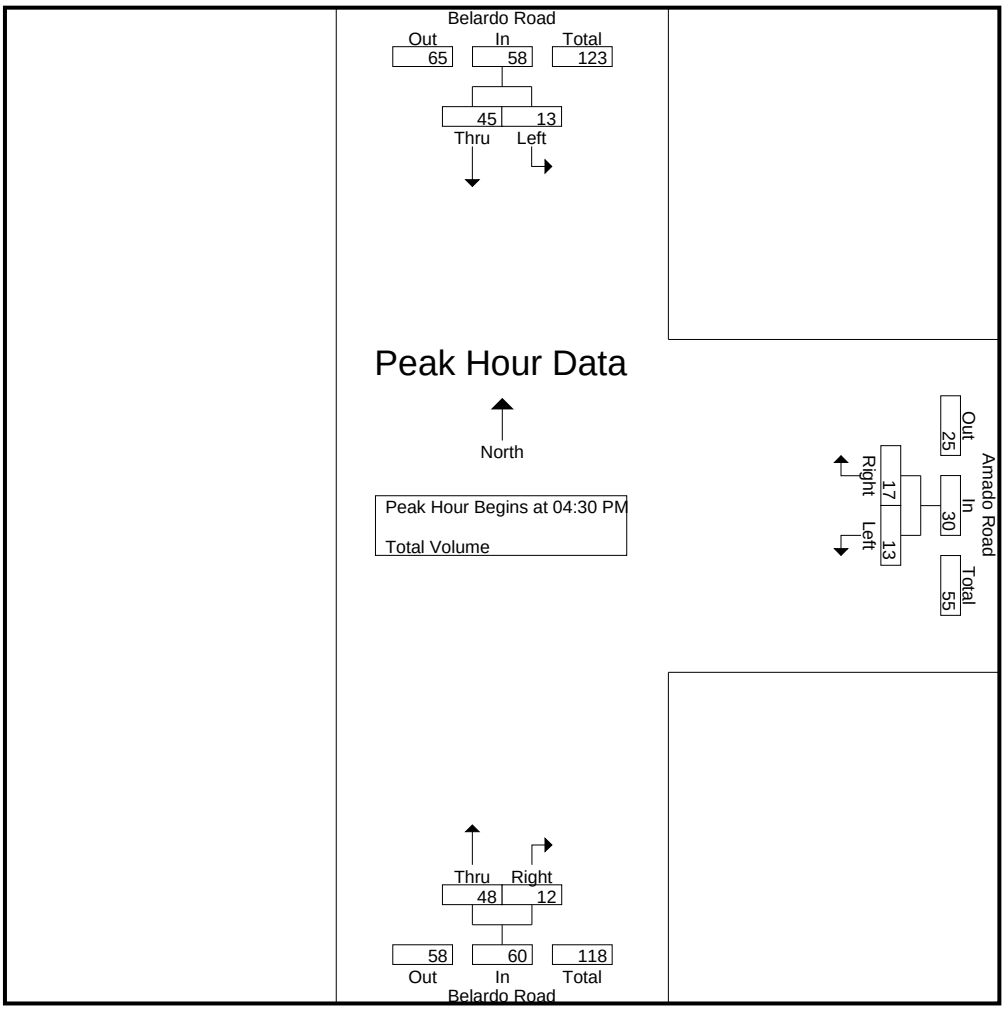

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:45 PM		
+0 mins.	1	**13**	14	3	**6**	9	14	3	17
+15 mins.	2	10	12	**5**	6	**11**	**18**	2	**20**
+30 mins.	**5**	10	15	3	3	6	8	3	11
+45 mins.	5	12	**17**	3	4	7	11	**4**	15
Total Volume	13	45	58	14	19	33	51	12	63
% App. Total	22.4	77.6		42.4	57.6		81	19	
PHF	.650	.865	.853	.700	.792	.750	.708	.750	.788

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E/W: Amado Road
Weather: Clear

File Name : PLSBEAMTH
Site Code : 00915442
Start Date : 8/20/2015
Page No : 1

Groups Printed- Total Volume

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:30 PM	9	25	34	65	9	74	12	4	16	124
06:45 PM	0	24	24	78	13	91	22	11	33	148
Total	9	49	58	143	22	165	34	15	49	272
07:00 PM	2	23	25	77	8	85	4	10	14	124
07:15 PM	1	26	27	58	9	67	4	3	7	101
07:30 PM	2	17	19	71	5	76	19	6	25	120
07:45 PM	2	19	21	71	14	85	13	14	27	133
Total	7	85	92	277	36	313	40	33	73	478
08:00 PM	3	29	32	82	20	102	15	12	27	161
08:15 PM	3	18	21	65	5	70	14	13	27	118
Grand Total	22	181	203	567	83	650	103	73	176	1029
Apprch %	10.8	89.2		87.2	12.8		58.5	41.5		
Total %	2.1	17.6	19.7	55.1	8.1	63.2	10	7.1	17.1	

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 PM										
07:30 PM	2	17	19	71	5	76	**19**	6	25	120
07:45 PM	2	19	21	71	14	85	13	**14**	**27**	133
08:00 PM	**3**	**29**	**32**	**82**	**20**	**102**	15	12	27	**161**
08:15 PM	3	18	21	65	5	70	14	13	27	118
Total Volume	10	83	93	289	44	333	61	45	106	532
% App. Total	10.8	89.2		86.8	13.2		57.5	42.5		
PHF	.833	.716	.727	.881	.550	.816	.803	.804	.981	.826

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Weather: Clear

File Name : PLSBEAMTH
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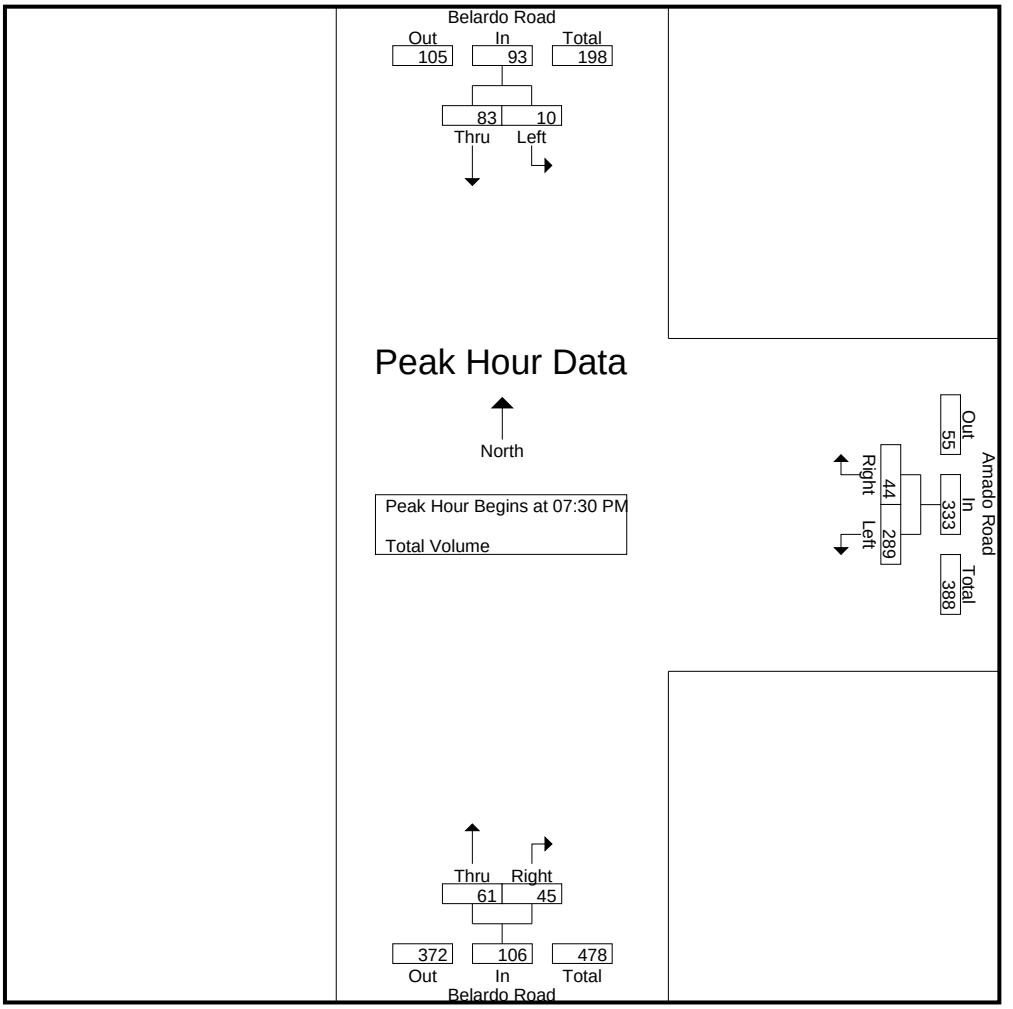

Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 PM			07:30 PM			07:30 PM		
+0 mins.	**9**	25	**34**	71	5	76	**19**	6	25
+15 mins.	0	24	24	71	14	85	13	**14**	**27**
+30 mins.	2	23	25	**82**	**20**	**102**	15	12	27
+45 mins.	1	**26**	27	65	5	70	14	13	27
Total Volume	12	98	110	289	44	333	61	45	106
% App. Total	10.9	89.1		86.8	13.2		57.5	42.5	
PHF	.333	.942	.809	.881	.550	.816	.803	.804	.981

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City of Palm Springs
N/S: Belardo Road
E/W: Amado Road
Weather: Clear

File Name : PLSBEAMSA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	5	12	17	6	9	15	13	5	18	50
11:15 AM	6	7	13	6	8	14	15	11	26	53
11:30 AM	3	11	14	5	7	12	10	10	20	46
11:45 AM	5	22	27	7	6	13	12	7	19	59
Total	19	52	71	24	30	54	50	33	83	208
12:00 PM	4	11	15	5	10	15	6	11	17	47
12:15 PM	5	12	17	5	8	13	9	8	17	47
12:30 PM	3	7	10	5	6	11	6	8	14	35
12:45 PM	8	14	22	5	14	19	11	6	17	58
Total	20	44	64	20	38	58	32	33	65	187
Grand Total	39	96	135	44	68	112	82	66	148	395
Apprch %	28.9	71.1		39.3	60.7		55.4	44.6		
Total %	9.9	24.3	34.2	11.1	17.2	28.4	20.8	16.7	37.5	

	Belardo Road Southbound			Amado Road Westbound			Belardo Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	5	12	17	6	**9**	**15**	13	5	18	50
11:15 AM	**6**	7	13	6	8	14	**15**	**11**	**26**	53
11:30 AM	3	11	14	5	7	12	10	10	20	46
11:45 AM	5	**22**	**27**	**7**	6	13	12	7	19	**59**
Total Volume	19	52	71	24	30	54	50	33	83	208
% App. Total	26.8	73.2		44.4	55.6		60.2	39.8		
PHF	.792	.591	.657	.857	.833	.900	.833	.750	.798	.881

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E/W: Amado Road
Weather: Clear

File Name : PLSBEAMSA
Site Code : 00915442
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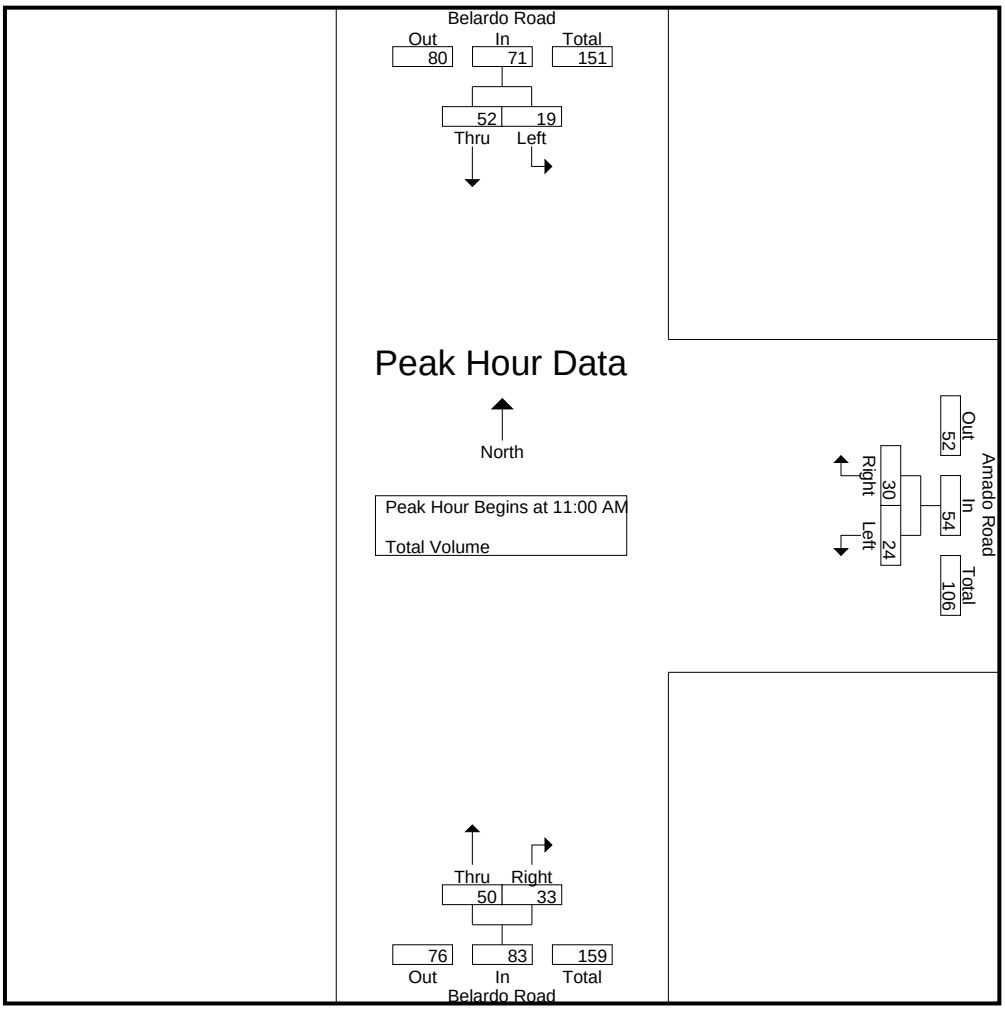

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			12:00 PM			11:00 AM		
+0 mins.	3	11	14	**5**	10	15	13	5	18
+15 mins.	**5**	**22**	**27**	5	8	13	**15**	**11**	**26**
+30 mins.	4	11	15	5	6	11	10	10	20
+45 mins.	5	12	17	5	**14**	**19**	12	7	19
Total Volume	17	56	73	20	38	58	50	33	83
% App. Total	23.3	76.7		34.5	65.5		60.2	39.8	
PHF	.850	.636	.676	1.000	.679	.763	.833	.750	.798

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City of Palm Springs
N/S: Belardo Road
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSBETAMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	10	14	24	8	19	27	8	7	15	66
11:15 AM	15	15	30	8	10	18	15	2	17	65
11:30 AM	7	13	20	8	18	26	4	11	15	61
11:45 AM	8	13	21	10	13	23	18	11	29	73
Total	40	55	95	34	60	94	45	31	76	265
12:00 PM	7	8	15	6	10	16	12	15	27	58
12:15 PM	11	4	15	6	14	20	13	11	24	59
12:30 PM	7	11	18	20	9	29	7	6	13	60
12:45 PM	14	12	26	5	11	16	7	14	21	63
Total	39	35	74	37	44	81	39	46	85	240
Grand Total	79	90	169	71	104	175	84	77	161	505
Apprch %	46.7	53.3		40.6	59.4		52.2	47.8		
Total %	15.6	17.8	33.5	14.1	20.6	34.7	16.6	15.2	31.9	

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:00 AM										
11:00 AM	10	14	24	8	**19**	**27**	8	7	15	66
11:15 AM	**15**	**15**	**30**	8	10	18	15	2	17	65
11:30 AM	7	13	20	8	18	26	4	**11**	15	61
11:45 AM	8	13	21	**10**	13	23	**18**	11	**29**	**73**
Total Volume	40	55	95	34	60	94	45	31	76	265
% App. Total	42.1	57.9		36.2	63.8		59.2	40.8		
PHF	.667	.917	.792	.850	.789	.870	.625	.705	.655	.908

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City of Palm Springs
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E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSBETAMD
Site Code : 00915442
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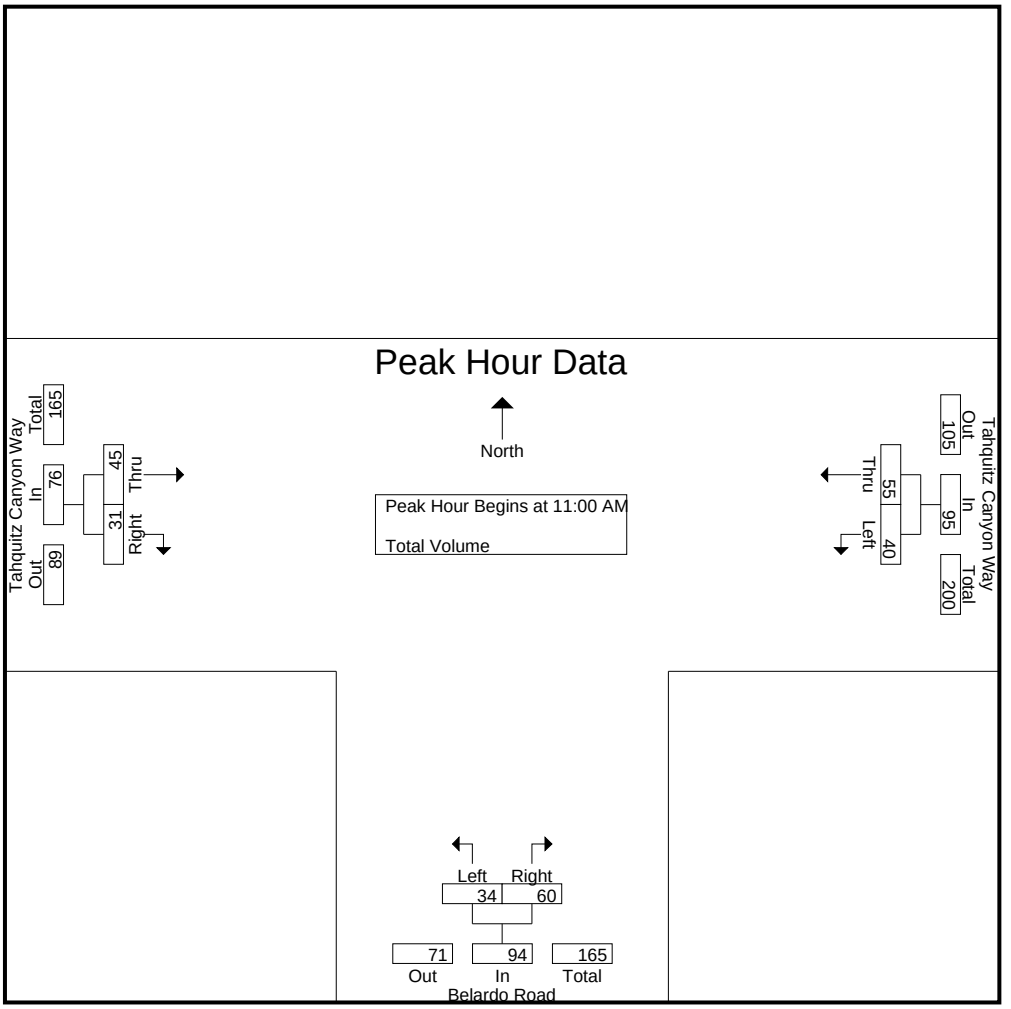

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			11:00 AM			11:30 AM		
+0 mins.	10	14	24	8	**19**	**27**	4	11	15
+15 mins.	**15**	**15**	**30**	8	10	18	**18**	11	**29**
+30 mins.	7	13	20	8	18	26	12	**15**	27
+45 mins.	8	13	21	**10**	13	23	13	11	24
Total Volume	40	55	95	34	60	94	47	48	95
% App. Total	42.1	57.9		36.2	63.8		49.5	50.5	
PHF	.667	.917	.792	.850	.789	.870	.653	.800	.819

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Weather: Clear

File Name : PLSBETAPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	11	7	18	9	13	22	2	6	8	48
04:15 PM	5	4	9	7	9	16	3	7	10	35
04:30 PM	13	10	23	6	16	22	10	14	24	69
04:45 PM	14	4	18	6	13	19	5	9	14	51
Total	43	25	68	28	51	79	20	36	56	203
05:00 PM	5	6	11	7	9	16	8	10	18	45
05:15 PM	10	7	17	5	12	17	7	13	20	54
05:30 PM	6	5	11	9	10	19	5	5	10	40
05:45 PM	6	6	12	7	7	14	4	6	10	36
Total	27	24	51	28	38	66	24	34	58	175
Grand Total	70	49	119	56	89	145	44	70	114	378
Apprch %	58.8	41.2		38.6	61.4		38.6	61.4		
Total %	18.5	13	31.5	14.8	23.5	38.4	11.6	18.5	30.2	

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	13	**10**	**23**	6	**16**	**22**	**10**	**14**	**24**	**69**
04:45 PM	**14**	4	18	6	13	19	5	9	14	51
05:00 PM	5	6	11	**7**	9	16	8	10	18	45
05:15 PM	10	7	17	5	12	17	7	13	20	54
Total Volume	42	27	69	24	50	74	30	46	76	219
% App. Total	60.9	39.1		32.4	67.6		39.5	60.5		
PHF	.750	.675	.750	.857	.781	.841	.750	.821	.792	.793

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City of Palm Springs
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Weather: Clear

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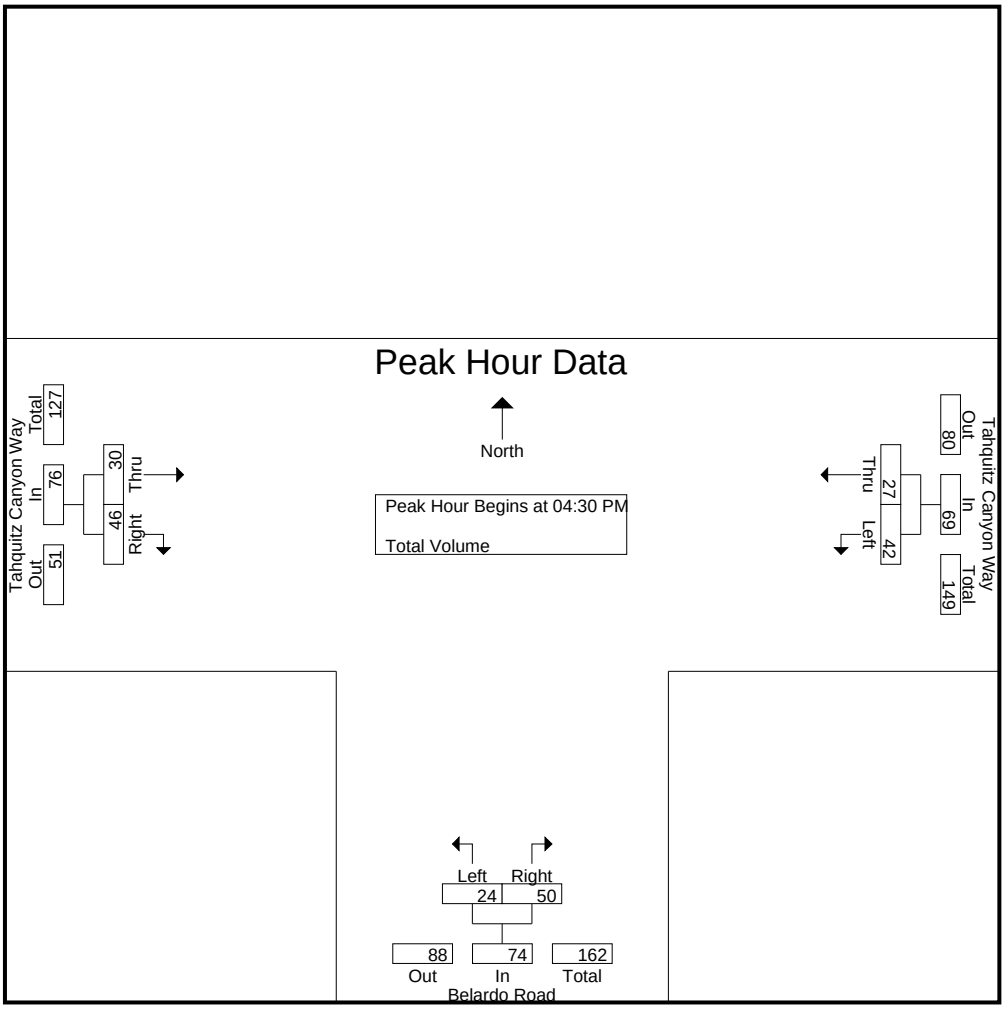

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:00 PM			04:30 PM		
+0 mins.	13	**10**	**23**	**9**	13	**22**	**10**	**14**	**24**
+15 mins.	**14**	4	18	7	9	16	5	9	14
+30 mins.	5	6	11	6	**16**	22	8	10	18
+45 mins.	10	7	17	6	13	19	7	13	20
Total Volume	42	27	69	28	51	79	30	46	76
% App. Total	60.9	39.1		35.4	64.6		39.5	60.5	
PHF	.750	.675	.750	.778	.797	.898	.750	.821	.792

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Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:30 PM	4	1	5	17	2	19	5	57	62	86
06:45 PM	0	0	0	22	3	25	1	57	58	83
Total	4	1	5	39	5	44	6	114	120	169
07:00 PM	2	0	2	19	1	20	5	57	62	84
07:15 PM	0	0	0	12	2	14	0	42	42	56
07:30 PM	1	0	1	26	4	30	1	55	56	87
07:45 PM	0	0	0	17	5	22	2	56	58	80
Total	3	0	3	74	12	86	8	210	218	307
08:00 PM	1	2	3	26	5	31	0	74	74	108
08:15 PM	4	2	6	22	2	24	4	58	62	92
Grand Total	12	5	17	161	24	185	18	456	474	676
Apprch %	70.6	29.4		87	13		3.8	96.2		
Total %	1.8	0.7	2.5	23.8	3.6	27.4	2.7	67.5	70.1	

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:30 PM										
07:30 PM	1	0	1	**26**	4	30	1	55	56	87
07:45 PM	0	0	0	17	**5**	22	2	56	58	80
08:00 PM	1	**2**	3	26	5	**31**	0	**74**	**74**	**108**
08:15 PM	**4**	2	**6**	22	2	24	**4**	58	62	92
Total Volume	6	4	10	91	16	107	7	243	250	367
% App. Total	60	40		85	15		2.8	97.2		
PHF	.375	.500	.417	.875	.800	.863	.438	.821	.845	.850

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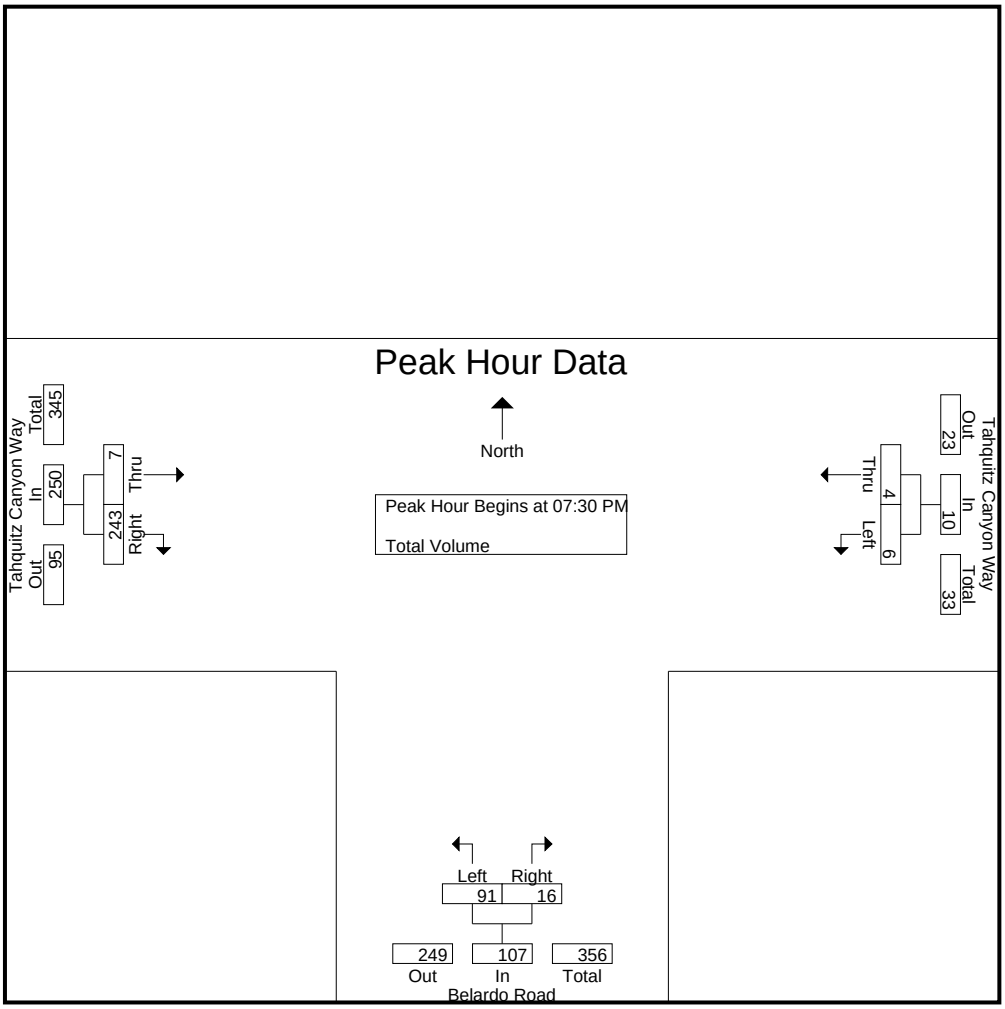

Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 PM			07:30 PM			07:30 PM		
+0 mins.	1	0	1	**26**	4	30	1	55	56
+15 mins.	0	0	0	17	**5**	22	2	56	58
+30 mins.	1	**2**	3	26	5	**31**	0	**74**	**74**
+45 mins.	**4**	2	**6**	22	2	24	**4**	58	62
Total Volume	6	4	10	91	16	107	7	243	250
% App. Total	60	40		85	15		2.8	97.2	
PHF	.375	.500	.417	.875	.800	.863	.438	.821	.845

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Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	8	13	21	9	9	18	14	6	20	59
11:15 AM	19	14	33	10	15	25	7	10	17	75
11:30 AM	17	12	29	11	14	25	9	9	18	72
11:45 AM	13	14	27	7	14	21	6	14	20	68
Total	57	53	110	37	52	89	36	39	75	274
12:00 PM	15	19	34	9	15	24	14	12	26	84
12:15 PM	12	10	22	13	13	26	11	4	15	63
12:30 PM	20	10	30	12	23	35	4	13	17	82
12:45 PM	16	12	28	15	26	41	6	7	13	82
Total	63	51	114	49	77	126	35	36	71	311
Grand Total	120	104	224	86	129	215	71	75	146	585
Apprch %	53.6	46.4		40	60		48.6	51.4		
Total %	20.5	17.8	38.3	14.7	22.1	36.8	12.1	12.8	25	

	Tahquitz Canyon Way Westbound			Belardo Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 12:00 PM										
12:00 PM	15	**19**	**34**	9	15	24	**14**	12	**26**	**84**
12:15 PM	12	10	22	13	13	26	11	4	15	63
12:30 PM	**20**	10	30	12	23	35	4	**13**	17	82
12:45 PM	16	12	28	**15**	**26**	**41**	6	7	13	82
Total Volume	63	51	114	49	77	126	35	36	71	311
% App. Total	55.3	44.7		38.9	61.1		49.3	50.7		
PHF	.788	.671	.838	.817	.740	.768	.625	.692	.683	.926

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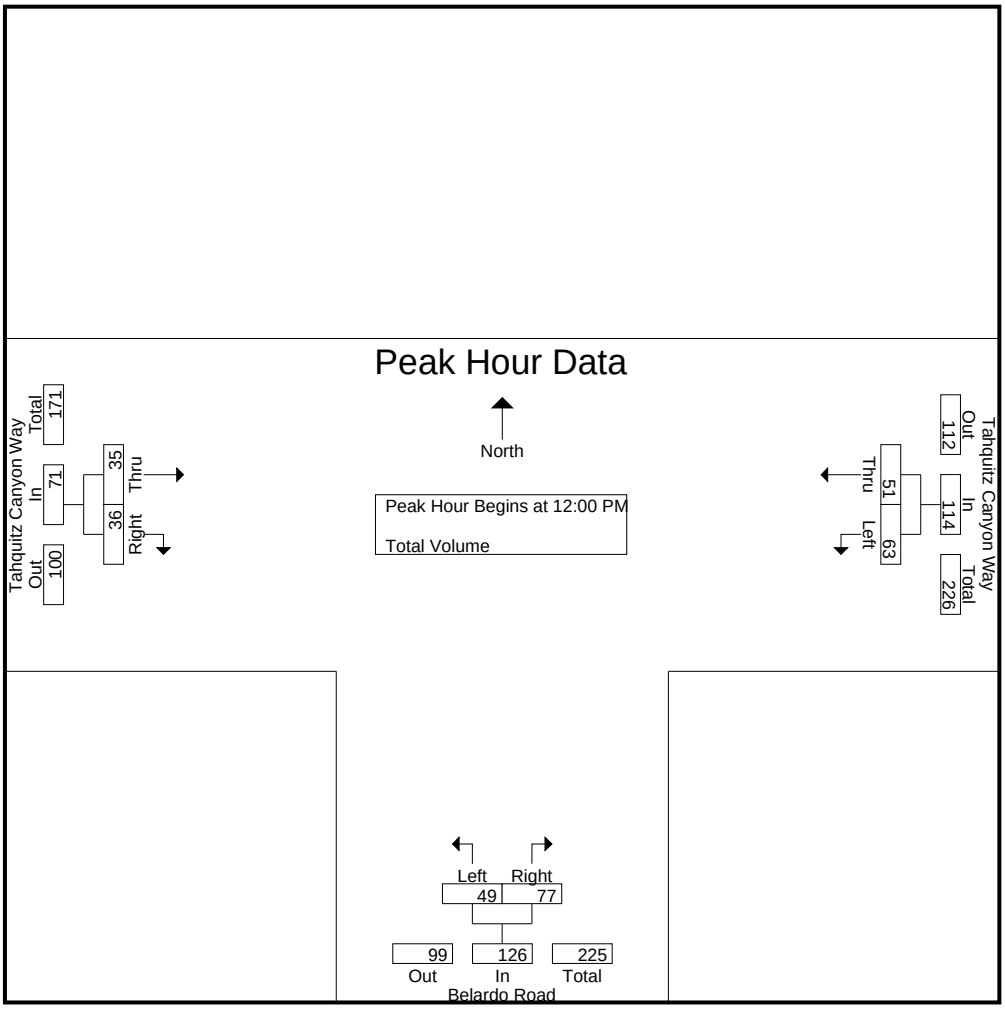

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:15 AM			12:00 PM			11:15 AM		
+0 mins.	**19**	14	33	9	15	24	7	10	17
+15 mins.	17	12	29	13	13	26	9	9	18
+30 mins.	13	14	27	12	23	35	6	**14**	20
+45 mins.	15	**19**	**34**	**15**	**26**	**41**	**14**	12	**26**
Total Volume	64	59	123	49	77	126	36	45	81
% App. Total	52	48		38.9	61.1		44.4	55.6	
PHF	.842	.776	.904	.817	.740	.768	.643	.804	.779

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Groups Printed- Total Volume

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	4	11	0	15	2	1	3	6	2	15	0	17	0	7	4	11	49
11:15 AM	1	14	0	15	2	2	2	6	2	9	4	15	0	8	0	8	44
11:30 AM	1	16	0	17	2	2	3	7	4	17	0	21	1	3	2	6	51
11:45 AM	1	12	2	15	2	7	7	16	2	16	3	21	1	2	1	4	56
Total	7	53	2	62	8	12	15	35	10	57	7	74	2	20	7	29	200
12:00 PM	0	20	0	20	4	3	1	8	1	12	3	16	0	5	2	7	51
12:15 PM	1	17	1	19	1	3	2	6	2	16	1	19	1	8	3	12	56
12:30 PM	1	12	0	13	2	3	5	10	4	17	3	24	0	0	2	2	49
12:45 PM	3	18	2	23	5	5	3	13	2	12	0	14	0	4	1	5	55
Total	5	67	3	75	12	14	11	37	9	57	7	73	1	17	8	26	211
Grand Total	12	120	5	137	20	26	26	72	19	114	14	147	3	37	15	55	411
Apprch %	8.8	87.6	3.6		27.8	36.1	36.1		12.9	77.6	9.5		5.5	67.3	27.3		
Total %	2.9	29.2	1.2	33.3	4.9	6.3	6.3	17.5	4.6	27.7	3.4	35.8	0.7	9	3.6	13.4	

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:30 AM																	
11:30 AM	**1**	16	0	17	2	2	3	7	**4**	**17**	0	**21**	**1**	3	2	6	51
11:45 AM	1	12	**2**	15	2	**7**	**7**	**16**	2	16	**3**	21	1	2	1	4	**56**
12:00 PM	0	**20**	0	**20**	**4**	3	1	8	1	12	3	16	0	5	2	7	51
12:15 PM	1	17	1	19	1	3	2	6	2	16	1	19	1	**8**	**3**	**12**	56
Total Volume	3	65	3	71	9	15	13	37	9	61	7	77	3	18	8	29	214
% App. Total	4.2	91.5	4.2		24.3	40.5	35.1		11.7	79.2	9.1		10.3	62.1	27.6		
PHF	.750	.813	.375	.888	.563	.536	.464	.578	.563	.897	.583	.917	.750	.563	.667	.604	.955

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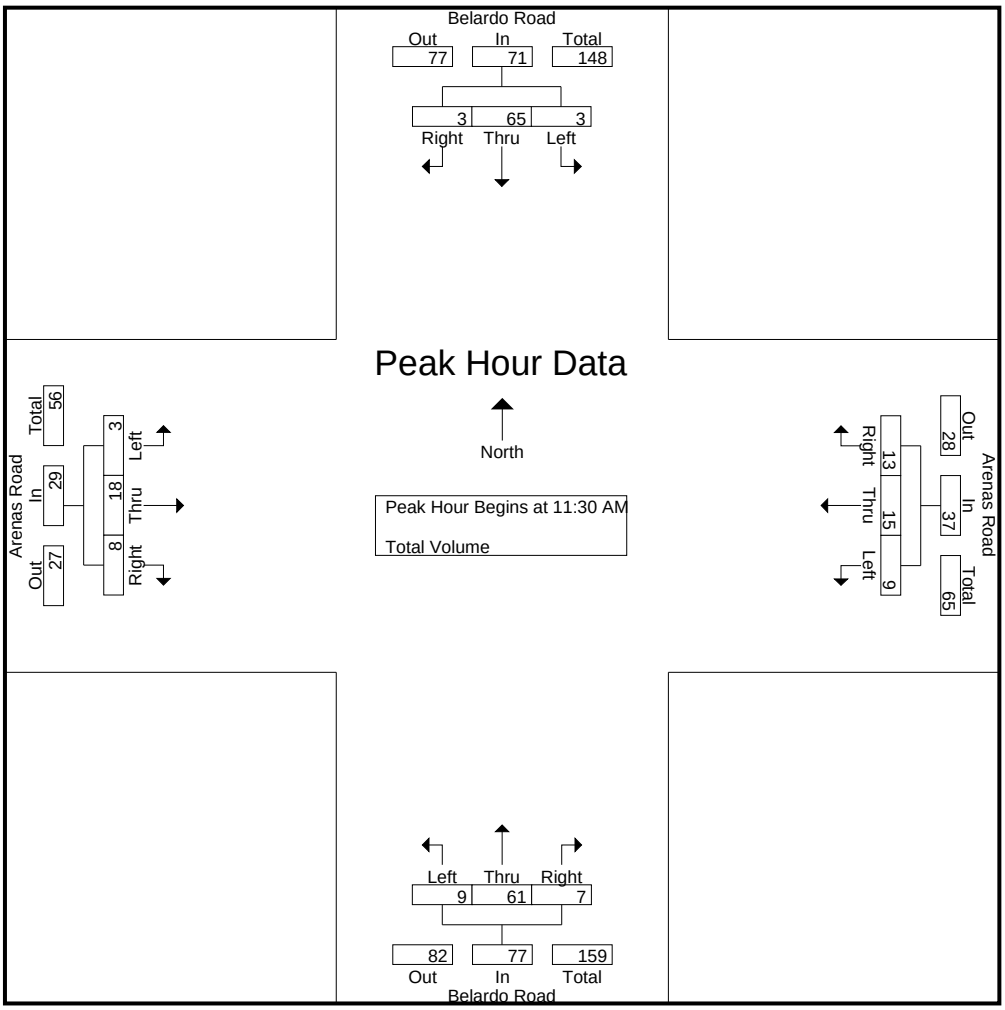

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:45 AM				11:00 AM			
+0 mins.	0	**20**	0	20	2	**7**	**7**	**16**	2	16	**3**	21	0	7	**4**	**11**
+15 mins.	1	17	1	19	**4**	3	1	8	1	12	3	16	0	**8**	0	8
+30 mins.	1	12	0	13	1	3	2	6	2	16	1	19	**1**	3	2	6
+45 mins.	**3**	18	**2**	**23**	2	3	5	10	**4**	**17**	3	**24**	1	2	1	4
Total Volume	5	67	3	75	9	16	15	40	9	61	10	80	2	20	7	29
% App. Total	6.7	89.3	4		22.5	40	37.5		11.2	76.2	12.5		6.9	69	24.1	
PHF	.417	.838	.375	.815	.563	.571	.536	.625	.563	.897	.833	.833	.500	.625	.438	.659

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Groups Printed- Total Volume

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	9	2	12	3	1	1	5	1	13	7	21	1	5	0	6	44
04:15 PM	0	7	0	7	2	4	3	9	0	12	4	16	0	3	0	3	35
04:30 PM	2	22	1	25	1	2	5	8	1	12	3	16	0	3	2	5	54
04:45 PM	1	14	3	18	4	4	2	10	1	15	7	23	1	4	1	6	57
Total	4	52	6	62	10	11	11	32	3	52	21	76	2	15	3	20	190
05:00 PM	1	14	1	16	7	3	2	12	0	7	5	12	0	1	2	3	43
05:15 PM	2	13	2	17	0	2	3	5	1	14	7	22	2	2	1	5	49
05:30 PM	0	12	0	12	1	0	3	4	1	10	9	20	0	1	1	2	38
05:45 PM	1	9	2	12	2	1	1	4	1	15	7	23	1	4	2	7	46
Total	4	48	5	57	10	6	9	25	3	46	28	77	3	8	6	17	176
Grand Total	8	100	11	119	20	17	20	57	6	98	49	153	5	23	9	37	366
Apprch %	6.7	84	9.2		35.1	29.8	35.1		3.9	64.1	32		13.5	62.2	24.3		
Total %	2.2	27.3	3	32.5	5.5	4.6	5.5	15.6	1.6	26.8	13.4	41.8	1.4	6.3	2.5	10.1	

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	**22**	1	**25**	1	2	**5**	8	**1**	12	3	16	0	3	**2**	5	54
04:45 PM	1	14	**3**	18	4	**4**	2	10	1	**15**	**7**	**23**	1	**4**	1	**6**	**57**
05:00 PM	1	14	1	16	**7**	3	2	**12**	0	7	5	12	0	1	2	3	43
05:15 PM	2	13	2	17	0	2	3	5	1	14	7	22	**2**	2	1	5	49
Total Volume	6	63	7	76	12	11	12	35	3	48	22	73	3	10	6	19	203
% App. Total	7.9	82.9	9.2		34.3	31.4	34.3		4.1	65.8	30.1		15.8	52.6	31.6		
PHF	.750	.716	.583	.760	.429	.688	.600	.729	.750	.800	.786	.793	.375	.625	.750	.792	.890

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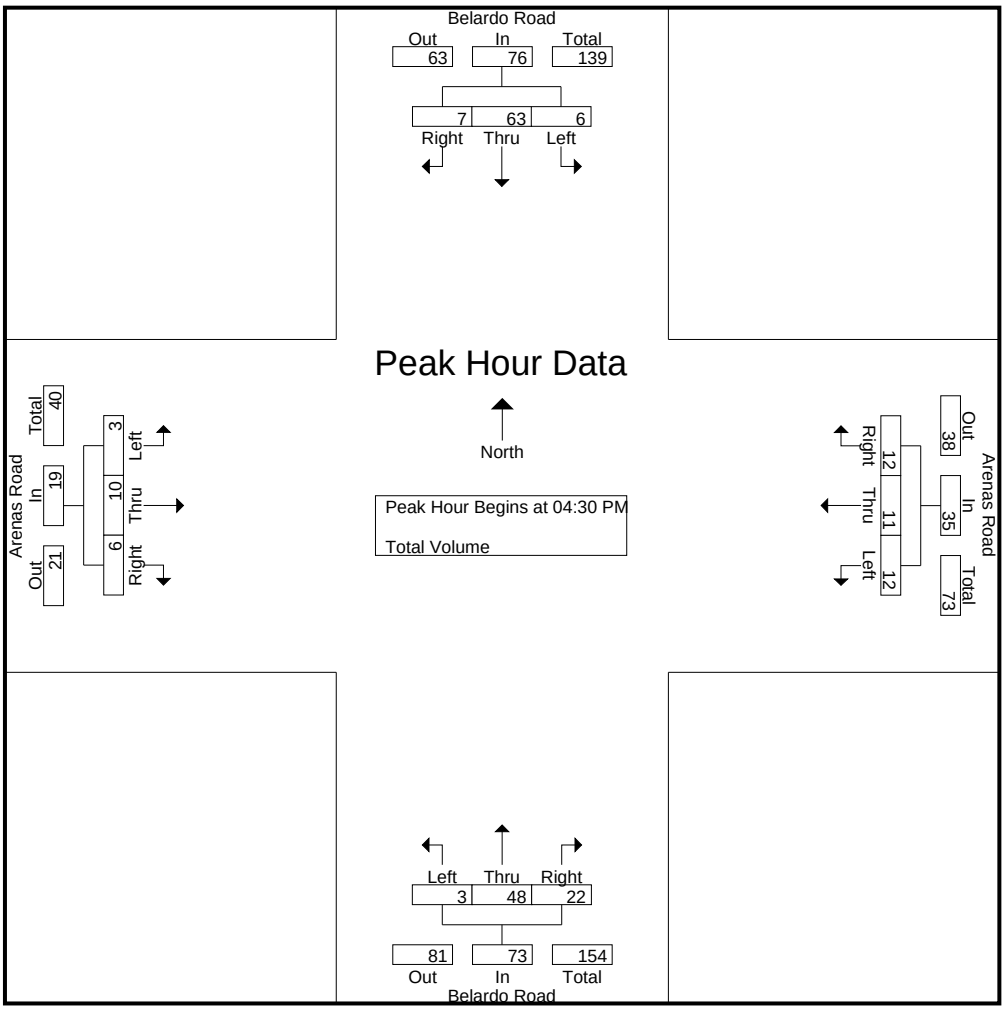

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:15 PM				04:45 PM				04:00 PM			
+0 mins.	**2**	**22**	1	**25**	2	**4**	3	9	**1**	**15**	7	**23**	**1**	**5**	0	**6**
+15 mins.	1	14	**3**	18	1	2	**5**	8	0	7	5	12	0	3	0	3
+30 mins.	1	14	1	16	4	4	2	10	1	14	7	22	0	3	**2**	5
+45 mins.	2	13	2	17	**7**	3	2	**12**	1	10	**9**	20	1	4	1	6
Total Volume	6	63	7	76	14	13	12	39	3	46	28	77	2	15	3	20
% App. Total	7.9	82.9	9.2		35.9	33.3	30.8		3.9	59.7	36.4		10	75	15	
PHF	.750	.716	.583	.760	.500	.813	.600	.813	.750	.767	.778	.837	.500	.750	.375	.833

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Groups Printed- Total Volume

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:30 PM	2	55	4	61	8	2	2	12	1	18	5	24	1	0	5	6	103
06:45 PM	1	54	4	59	4	2	2	8	2	21	7	30	5	0	10	15	112
Total	3	109	8	120	12	4	4	20	3	39	12	54	6	0	15	21	215
07:00 PM	3	42	4	49	11	2	3	16	0	17	4	21	0	1	15	16	102
07:15 PM	2	34	1	37	8	1	1	10	3	13	6	22	4	0	10	14	83
07:30 PM	4	42	6	52	9	2	4	15	4	18	5	27	2	1	8	11	105
07:45 PM	3	40	2	45	6	1	4	11	0	16	2	18	1	1	2	4	78
Total	12	158	13	183	34	6	12	52	7	64	17	88	7	3	35	45	368
08:00 PM	5	65	3	73	6	0	7	13	3	23	5	31	3	0	7	10	127
08:15 PM	2	50	3	55	15	0	4	19	1	19	3	23	0	0	4	4	101
Grand Total	22	382	27	431	67	10	27	104	14	145	37	196	16	3	61	80	811
Apprch %	5.1	88.6	6.3		64.4	9.6	26		7.1	74	18.9		20	3.8	76.2		
Total %	2.7	47.1	3.3	53.1	8.3	1.2	3.3	12.8	1.7	17.9	4.6	24.2	2	0.4	7.5	9.9	

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 PM																	
07:30 PM	4	42	**6**	52	9	**2**	4	15	**4**	18	**5**	27	2	**1**	**8**	**11**	105
07:45 PM	3	40	2	45	6	1	4	11	0	16	2	18	1	1	2	4	78
08:00 PM	**5**	**65**	3	**73**	6	0	**7**	13	3	**23**	5	**31**	**3**	0	7	10	**127**
08:15 PM	2	50	3	55	**15**	0	4	**19**	1	19	3	23	0	0	4	4	101
Total Volume	14	197	14	225	36	3	19	58	8	76	15	99	6	2	21	29	411
% App. Total	6.2	87.6	6.2		62.1	5.2	32.8		8.1	76.8	15.2		20.7	6.9	72.4		
PHF	.700	.758	.583	.771	.600	.375	.679	.763	.500	.826	.750	.798	.500	.500	.656	.659	.809

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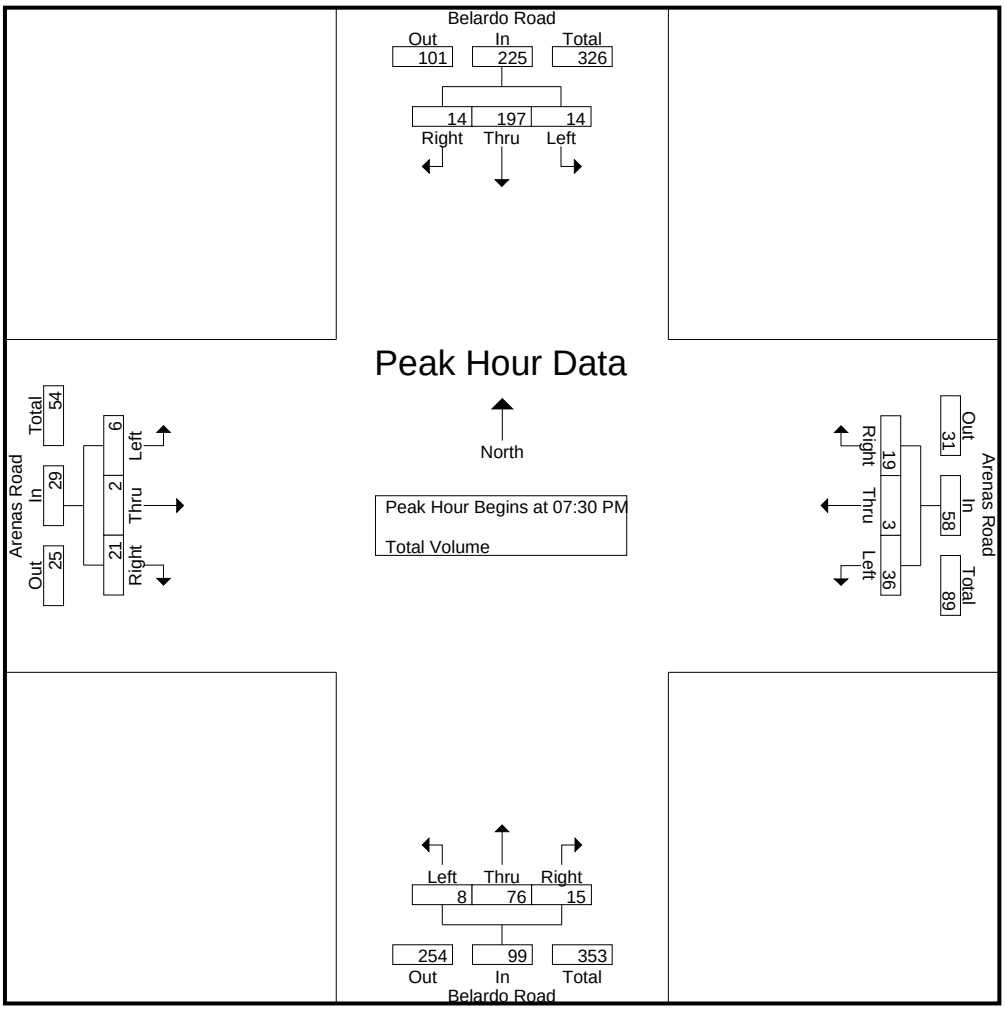

Peak Hour Analysis From 06:30 PM to 08:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 PM				07:30 PM				06:45 PM				06:45 PM			
+0 mins.	4	42	**6**	52	9	**2**	4	15	2	**21**	**7**	**30**	**5**	0	10	15
+15 mins.	3	40	2	45	6	1	4	11	0	17	4	21	0	**1**	**15**	**16**
+30 mins.	**5**	**65**	3	**73**	6	0	**7**	13	3	13	6	22	4	0	10	14
+45 mins.	2	50	3	55	**15**	0	4	**19**	**4**	18	5	27	2	1	8	11
Total Volume	14	197	14	225	36	3	19	58	9	69	22	100	11	2	43	56
% App. Total	6.2	87.6	6.2		62.1	5.2	32.8		9	69	22		19.6	3.6	76.8	
PHF	.700	.758	.583	.771	.600	.375	.679	.763	.563	.821	.786	.833	.550	.500	.717	.875

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City of Palm Springs
N/S: Belardo Road
E/W: Arenas Road
Weather: Clear

File Name : PLSBEARSA
Site Code : 00915442
Start Date : 8/22/2015
Page No : 1

Groups Printed- Total Volume

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	0	10	2	12	3	5	5	13	0	9	9	18	1	3	2	6	49
11:15 AM	1	14	2	17	3	2	6	11	1	17	4	22	0	3	3	6	56
11:30 AM	6	10	1	17	2	0	2	4	1	12	3	16	2	7	0	9	46
11:45 AM	6	14	2	22	2	6	6	14	2	13	4	19	1	4	3	8	63
Total	13	48	7	68	10	13	19	42	4	51	20	75	4	17	8	29	214
12:00 PM	5	12	2	19	3	5	10	18	1	13	4	18	0	3	1	4	59
12:15 PM	2	8	2	12	7	3	6	16	1	18	5	24	2	8	3	13	65
12:30 PM	5	17	2	24	2	2	4	8	0	19	9	28	2	6	1	9	69
12:45 PM	2	14	3	19	3	2	9	14	1	26	5	32	0	6	0	6	71
Total	14	51	9	74	15	12	29	56	3	76	23	102	4	23	5	32	264
Grand Total	27	99	16	142	25	25	48	98	7	127	43	177	8	40	13	61	478
Apprch %	19	69.7	11.3		25.5	25.5	49		4	71.8	24.3		13.1	65.6	21.3		
Total %	5.6	20.7	3.3	29.7	5.2	5.2	10	20.5	1.5	26.6	9	37	1.7	8.4	2.7	12.8	

	Belardo Road Southbound				Arenas Road Westbound				Belardo Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	**5**	12	2	19	3	**5**	**10**	**18**	**1**	13	4	18	0	3	1	4	59
12:15 PM	2	8	2	12	**7**	3	6	16	1	18	5	24	**2**	**8**	**3**	**13**	65
12:30 PM	5	**17**	2	**24**	2	2	4	8	0	19	**9**	28	2	6	1	9	69
12:45 PM	2	14	**3**	19	3	2	9	14	1	**26**	5	**32**	0	6	0	6	**71**
Total Volume	14	51	9	74	15	12	29	56	3	76	23	102	4	23	5	32	264
% App. Total	18.9	68.9	12.2		26.8	21.4	51.8		2.9	74.5	22.5		12.5	71.9	15.6		
PHF	.700	.750	.750	.771	.536	.600	.725	.778	.750	.731	.639	.797	.500	.719	.417	.615	.930

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City of Palm Springs
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Weather: Clear

File Name : PLSBEARSA
Site Code : 00915442
Start Date : 8/22/2015
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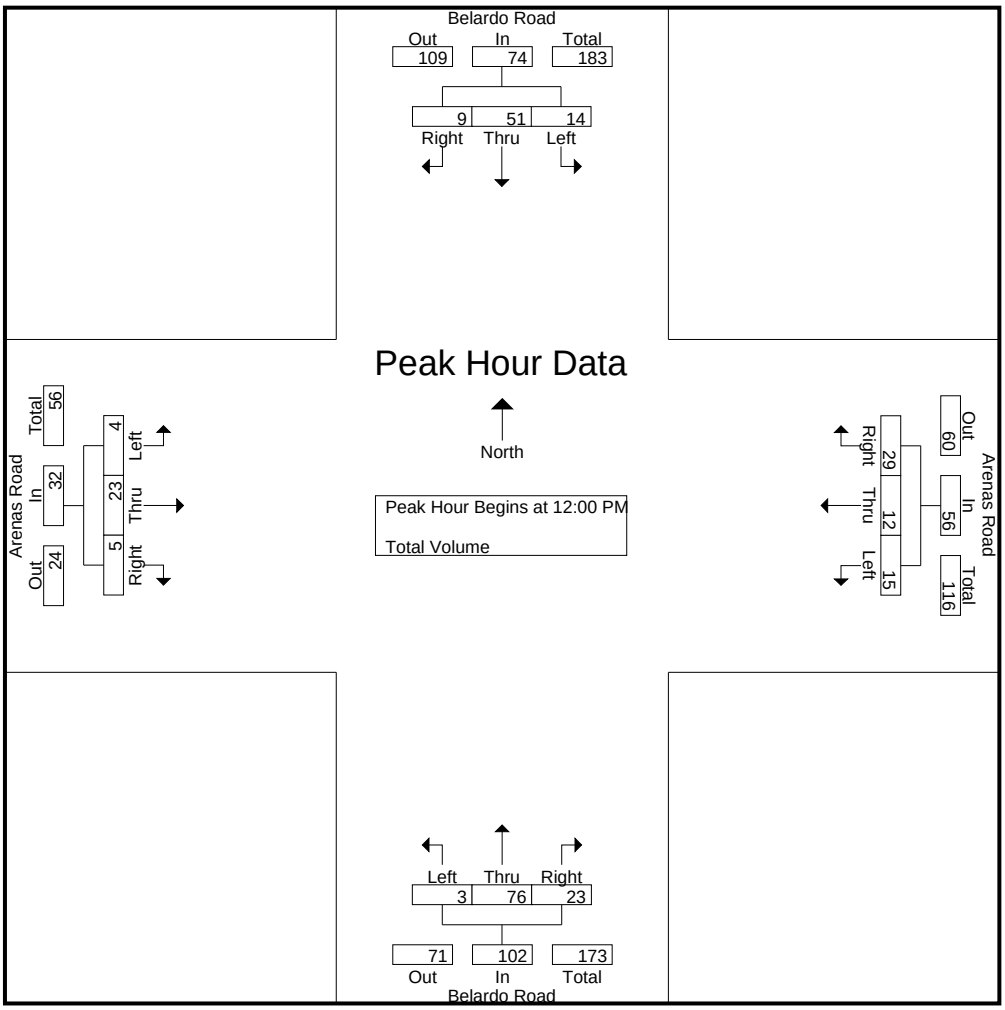

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:45 AM				11:45 AM				12:00 PM				11:30 AM			
+0 mins.	**6**	14	**2**	22	2	**6**	6	14	**1**	13	4	18	**2**	7	0	9
+15 mins.	5	12	2	19	3	5	**10**	**18**	1	18	5	24	1	4	**3**	8
+30 mins.	2	8	2	12	**7**	3	6	16	0	19	**9**	28	0	3	1	4
+45 mins.	5	**17**	2	**24**	2	2	4	8	1	**26**	5	**32**	2	**8**	3	**13**
Total Volume	18	51	8	77	14	16	26	56	3	76	23	102	5	22	7	34
% App. Total	23.4	66.2	10.4		25	28.6	46.4		2.9	74.5	22.5		14.7	64.7	20.6	
PHF	.750	.750	1.000	.802	.500	.667	.650	.778	.750	.731	.639	.797	.625	.688	.583	.654

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City of Palm Springs
N/S: Cahuilla Road
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSCATAMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
11:00 AM	3	15	18	1	2	3	14	3	17	38
11:15 AM	5	15	20	2	3	5	12	2	14	39
11:30 AM	2	18	20	3	1	4	15	7	22	46
11:45 AM	3	20	23	2	4	6	21	0	21	50
Total	13	68	81	8	10	18	62	12	74	173
12:00 PM	0	14	14	2	1	3	26	7	33	50
12:15 PM	1	9	10	2	1	3	20	4	24	37
12:30 PM	2	25	27	2	1	3	9	6	15	45
12:45 PM	0	15	15	2	0	2	18	4	22	39
Total	3	63	66	8	3	11	73	21	94	171
Grand Total	16	131	147	16	13	29	135	33	168	344
Apprch %	10.9	89.1		55.2	44.8		80.4	19.6		
Total %	4.7	38.1	42.7	4.7	3.8	8.4	39.2	9.6	48.8	

	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	**5**	15	20	2	3	5	12	2	14	39
11:30 AM	2	18	20	**3**	1	4	15	**7**	22	46
11:45 AM	3	**20**	**23**	2	**4**	**6**	21	0	21	**50**
12:00 PM	0	14	14	2	1	3	**26**	7	**33**	50
Total Volume	10	67	77	9	9	18	74	16	90	185
% App. Total	13	87		50	50		82.2	17.8		
PHF	.500	.838	.837	.750	.563	.750	.712	.571	.682	.925

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City of Palm Springs
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E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSCATAMD
Site Code : 00915442
Start Date : 8/19/2015
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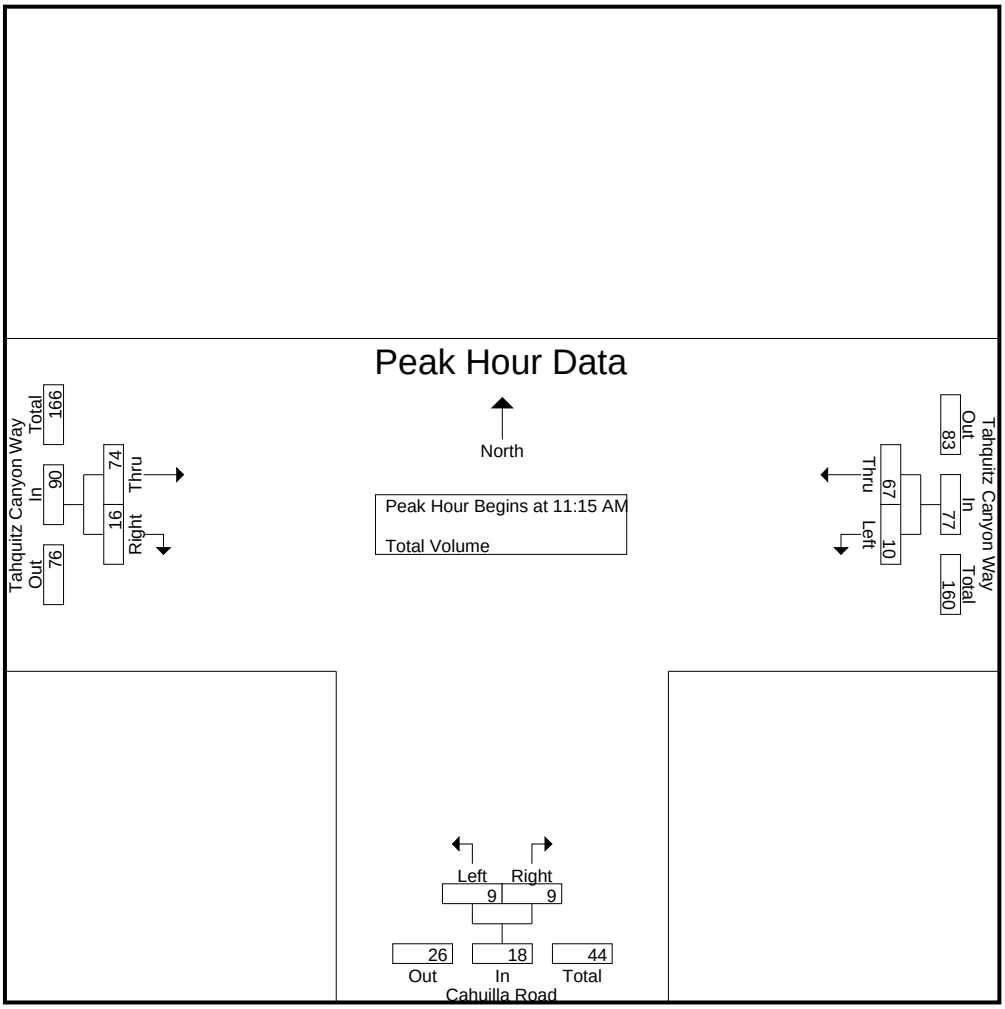

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:00 AM			11:00 AM			11:30 AM		
+0 mins.	3	15	18	1	2	3	15	**7**	22
+15 mins.	**5**	15	20	2	3	5	21	0	21
+30 mins.	2	18	20	**3**	1	4	**26**	7	**33**
+45 mins.	3	**20**	**23**	2	**4**	**6**	20	4	24
Total Volume	13	68	81	8	10	18	82	18	100
% App. Total	16	84		44.4	55.6		82	18	
PHF	.650	.850	.880	.667	.625	.750	.788	.643	.758

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E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSCATAPM
Site Code : 00915442
Start Date : 8/19/2015
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Groups Printed- Total Volume

	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	9	13	1	0	1	8	1	9	23
04:15 PM	0	10	10	3	2	5	10	4	14	29
04:30 PM	1	11	12	5	0	5	22	5	27	44
04:45 PM	1	9	10	2	2	4	11	3	14	28
Total	6	39	45	11	4	15	51	13	64	124
05:00 PM	0	13	13	3	3	6	12	5	17	36
05:15 PM	1	10	11	1	4	5	14	1	15	31
05:30 PM	2	9	11	2	0	2	9	2	11	24
05:45 PM	1	12	13	0	3	3	8	5	13	29
Total	4	44	48	6	10	16	43	13	56	120
Grand Total	10	83	93	17	14	31	94	26	120	244
Apprch %	10.8	89.2		54.8	45.2		78.3	21.7		
Total %	4.1	34	38.1	7	5.7	12.7	38.5	10.7	49.2	

	Tahquitz Canyon Way Westbound			Cahuilla Road Northbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	**1**	11	12	**5**	0	5	**22**	**5**	**27**	**44**
04:45 PM	1	9	10	2	2	4	11	3	14	28
05:00 PM	0	**13**	**13**	3	3	**6**	12	5	17	36
05:15 PM	1	10	11	1	**4**	5	14	1	15	31
Total Volume	3	43	46	11	9	20	59	14	73	139
% App. Total	6.5	93.5		55	45		80.8	19.2		
PHF	.750	.827	.885	.550	.563	.833	.670	.700	.676	.790

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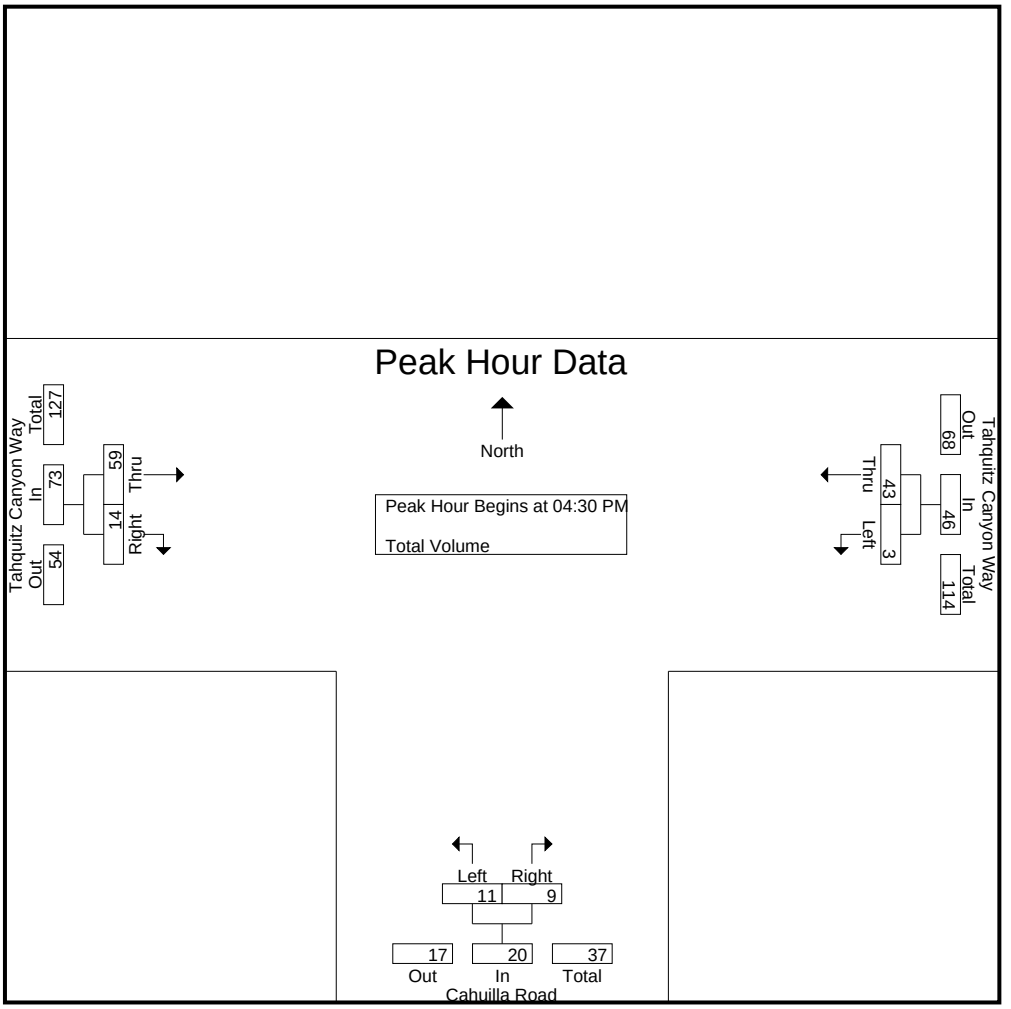

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM			04:15 PM			04:30 PM		
+0 mins.	0	**13**	**13**	3	2	5	**22**	**5**	**27**
+15 mins.	1	10	11	**5**	0	5	11	3	14
+30 mins.	**2**	9	11	2	2	4	12	5	17
+45 mins.	1	12	13	3	**3**	**6**	14	1	15
Total Volume	4	44	48	13	7	20	59	14	73
% App. Total	8.3	91.7		65	35		80.8	19.2	
PHF	.500	.846	.923	.650	.583	.833	.670	.700	.676

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City of Palm Springs
N/S: Cahuilla Road
E/W: Arenas Road
Weather: Clear

File Name : PLSCAARMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
11:00 AM	3	2	2	7	1	1	1	3	0	0	1	1	1	7	0	8	19
11:15 AM	2	4	0	6	1	2	2	5	1	3	0	4	0	7	0	7	22
11:30 AM	1	4	2	7	1	3	2	6	0	1	0	1	1	5	0	6	20
11:45 AM	0	3	0	3	0	10	0	10	0	5	0	5	0	4	0	4	22
Total	6	13	4	23	3	16	5	24	1	9	1	11	2	23	0	25	83
12:00 PM	1	4	2	7	0	5	0	5	2	1	0	3	1	5	0	6	21
12:15 PM	2	3	0	5	0	5	0	5	0	3	1	4	0	5	0	5	19
12:30 PM	1	7	0	8	0	6	1	7	0	2	1	3	1	2	0	3	21
12:45 PM	2	1	2	5	0	7	2	9	0	2	0	2	0	2	0	2	18
Total	6	15	4	25	0	23	3	26	2	8	2	12	2	14	0	16	79
Grand Total	12	28	8	48	3	39	8	50	3	17	3	23	4	37	0	41	162
Apprch %	25	58.3	16.7		6	78	16		13	73.9	13		9.8	90.2	0		
Total %	7.4	17.3	4.9	29.6	1.9	24.1	4.9	30.9	1.9	10.5	1.9	14.2	2.5	22.8	0	25.3	

	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 11:15 AM																	
11:15 AM	**2**	**4**	0	6	**1**	2	**2**	5	1	3	0	4	0	**7**	0	**7**	**22**
11:30 AM	1	4	**2**	**7**	1	3	2	6	0	1	0	1	**1**	5	0	6	20
11:45 AM	0	3	0	3	0	**10**	0	**10**	0	**5**	0	**5**	0	4	0	4	22
12:00 PM	1	4	2	7	0	5	0	5	**2**	1	0	3	1	5	0	6	21
Total Volume	4	15	4	23	2	20	4	26	3	10	0	13	2	21	0	23	85
% App. Total	17.4	65.2	17.4		7.7	76.9	15.4		23.1	76.9	0		8.7	91.3	0		
PHF	.500	.938	.500	.821	.500	.500	.500	.650	.375	.500	.000	.650	.500	.750	.000	.821	.966

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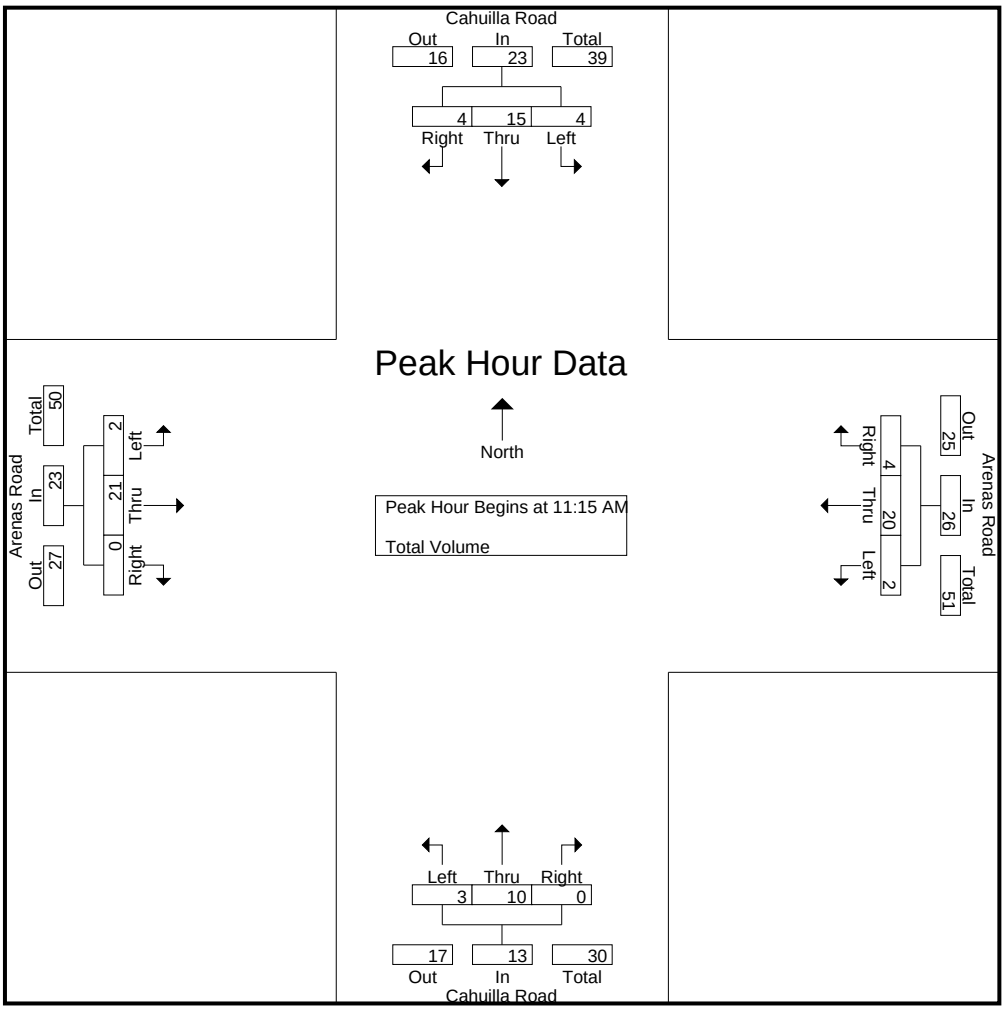

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	12:00 PM				11:45 AM				11:45 AM				11:00 AM			
+0 mins.	1	4	**2**	7	0	**10**	0	**10**	0	**5**	0	**5**	**1**	**7**	0	**8**
+15 mins.	**2**	3	0	5	0	5	0	5	**2**	1	0	3	0	7	0	7
+30 mins.	1	**7**	0	**8**	0	5	0	5	0	3	**1**	4	1	5	0	6
+45 mins.	2	1	2	5	0	6	**1**	7	0	2	1	3	0	4	0	4
Total Volume	6	15	4	25	0	26	1	27	2	11	2	15	2	23	0	25
% App. Total	24	60	16		0	96.3	3.7		13.3	73.3	13.3		8	92	0	
PHF	.750	.536	.500	.781	.000	.650	.250	.675	.250	.550	.500	.750	.500	.821	.000	.781

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City of Palm Springs
N/S: Cahuilla Road
E/W: Arenas Road
Weather: Clear

File Name : PLSCAARPM
Site Code : 00915442
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Groups Printed- Total Volume

	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	2	2	5	1	3	2	6	0	1	1	2	0	4	0	4	17
04:15 PM	0	1	2	3	0	3	0	3	2	3	0	5	0	3	0	3	14
04:30 PM	1	3	3	7	0	5	0	5	0	3	0	3	2	4	1	7	22
04:45 PM	1	2	0	3	0	4	3	7	0	2	0	2	1	6	0	7	19
Total	3	8	7	18	1	15	5	21	2	9	1	12	3	17	1	21	72
05:00 PM	0	4	1	5	0	3	1	4	0	4	0	4	0	2	2	4	17
05:15 PM	1	1	1	3	1	4	2	7	0	1	0	1	1	4	0	5	16
05:30 PM	0	3	0	3	0	1	0	1	0	0	0	0	1	2	0	3	7
05:45 PM	1	2	1	4	0	2	2	4	1	1	1	3	0	6	0	6	17
Total	2	10	3	15	1	10	5	16	1	6	1	8	2	14	2	18	57
Grand Total	5	18	10	33	2	25	10	37	3	15	2	20	5	31	3	39	129
Apprch %	15.2	54.5	30.3		5.4	67.6	27		15	75	10		12.8	79.5	7.7		
Total %	3.9	14	7.8	25.6	1.6	19.4	7.8	28.7	2.3	11.6	1.6	15.5	3.9	24	2.3	30.2	

	Cahuilla Road Southbound				Arenas Road Westbound				Cahuilla Road Northbound				Arenas Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**1**	3	**3**	**7**	0	**5**	0	5	0	3	0	3	**2**	4	1	**7**	**22**
04:45 PM	1	2	0	3	0	4	**3**	**7**	0	2	0	2	1	**6**	0	7	19
05:00 PM	0	**4**	1	5	0	3	1	4	0	**4**	0	**4**	0	2	**2**	4	17
05:15 PM	1	1	1	3	**1**	4	2	7	0	1	0	1	1	4	0	5	16
Total Volume	3	10	5	18	1	16	6	23	0	10	0	10	4	16	3	23	74
% App. Total	16.7	55.6	27.8		4.3	69.6	26.1		0	100	0		17.4	69.6	13		
PHF	.750	.625	.417	.643	.250	.800	.500	.821	.000	.625	.000	.625	.500	.667	.375	.821	.841

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Start Date : 8/19/2015
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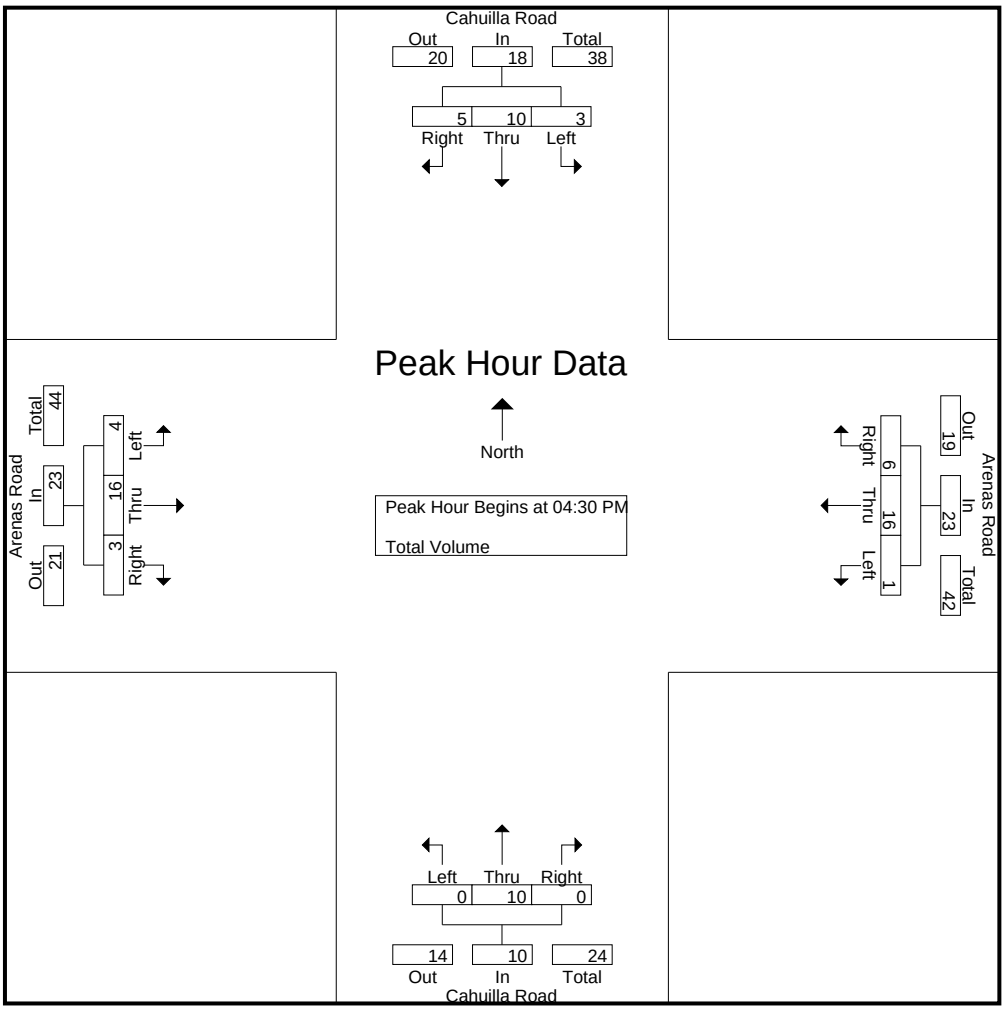

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:15 PM				04:30 PM			
+0 mins.	**1**	2	2	5	0	**5**	0	5	**2**	3	0	**5**	**2**	4	1	**7**
+15 mins.	0	1	2	3	0	4	**3**	**7**	0	3	0	3	1	**6**	0	7
+30 mins.	1	**3**	**3**	**7**	0	3	1	4	0	2	0	2	0	2	**2**	4
+45 mins.	1	2	0	3	**1**	4	2	7	0	**4**	0	4	1	4	0	5
Total Volume	3	8	7	18	1	16	6	23	2	12	0	14	4	16	3	23
% App. Total	16.7	44.4	38.9		4.3	69.6	26.1		14.3	85.7	0		17.4	69.6	13	
PHF	.750	.667	.583	.643	.250	.800	.500	.821	.250	.750	.000	.700	.500	.667	.375	.821

Counts Unlimited
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Palm Springs
N/S: Museum Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSMUTAMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
11:00 AM	13	0	13	1	18	19	2	3	5	37
11:15 AM	12	2	14	3	17	20	0	4	4	38
11:30 AM	18	0	18	6	14	20	2	2	4	42
11:45 AM	20	1	21	1	21	22	0	3	3	46
Total	63	3	66	11	70	81	4	12	16	163
12:00 PM	26	0	26	6	10	16	0	4	4	46
12:15 PM	23	1	24	1	6	7	0	1	1	32
12:30 PM	13	1	14	2	22	24	0	4	4	42
12:45 PM	14	2	16	4	16	20	0	3	3	39
Total	76	4	80	13	54	67	0	12	12	159
Grand Total	139	7	146	24	124	148	4	24	28	322
Apprch %	95.2	4.8		16.2	83.8		14.3	85.7		
Total %	43.2	2.2	45.3	7.5	38.5	46	1.2	7.5	8.7	

	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 11:15 AM										
11:15 AM	12	**2**	14	3	17	20	0	**4**	**4**	38
11:30 AM	18	0	18	**6**	14	20	**2**	2	4	42
11:45 AM	20	1	21	1	**21**	**22**	0	3	3	**46**
12:00 PM	**26**	0	**26**	6	10	16	0	4	4	46
Total Volume	76	3	79	16	62	78	2	13	15	172
% App. Total	96.2	3.8		20.5	79.5		13.3	86.7		
PHF	.731	.375	.760	.667	.738	.886	.250	.813	.938	.935

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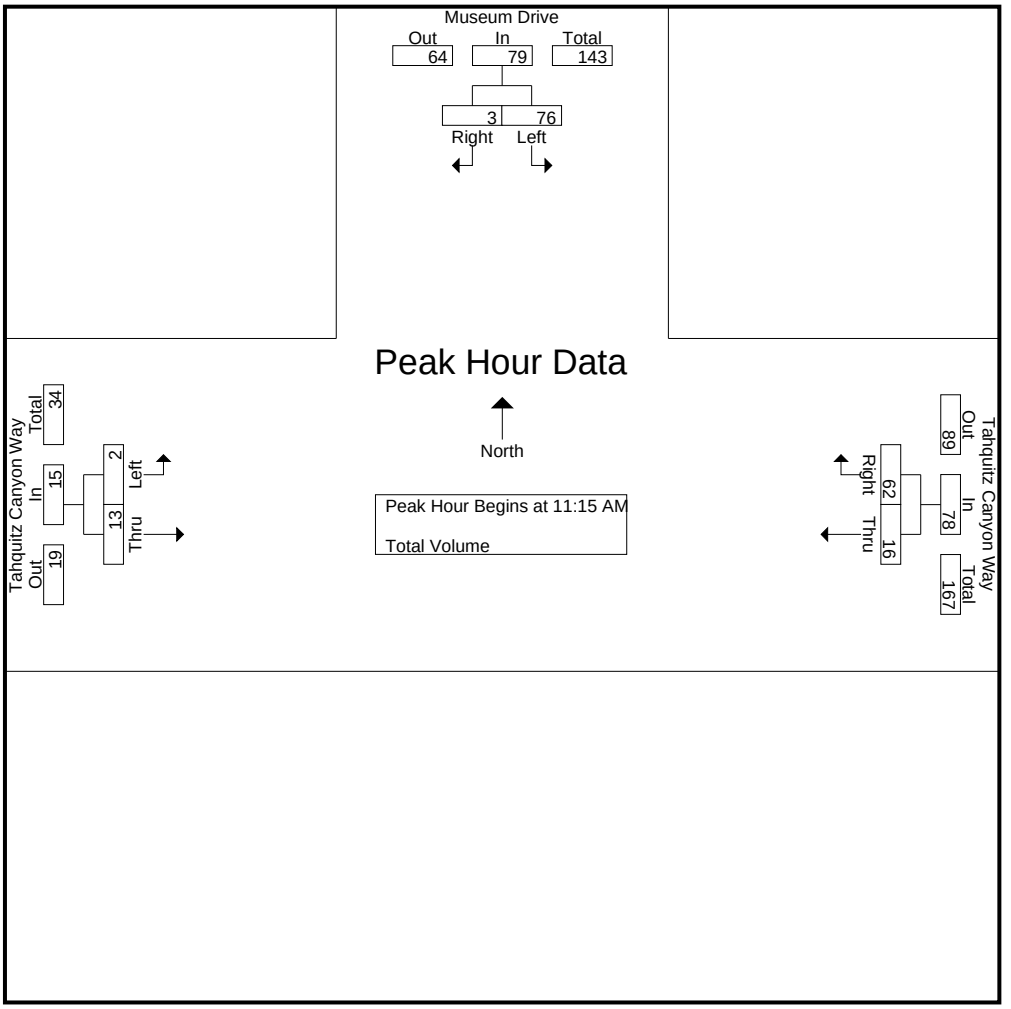
City of Palm Springs
N/S: Museum Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSMUTAMD
Site Code : 00915442
Start Date : 8/19/2015
Page No : 2



Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	11:30 AM			11:00 AM			11:00 AM		
+0 mins.	18	0	18	1	18	19	**2**	3	**5**
+15 mins.	20	**1**	21	3	17	20	0	**4**	4
+30 mins.	**26**	0	**26**	**6**	14	20	2	2	4
+45 mins.	23	1	24	1	**21**	**22**	0	3	3
Total Volume	87	2	89	11	70	81	4	12	16
% App. Total	97.8	2.2		13.6	86.4		25	75	
PHF	.837	.500	.856	.458	.833	.920	.500	.750	.800

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City of Palm Springs
N/S: Museum Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSMUTAPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 1

Groups Printed- Total Volume

	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
04:00 PM	9	1	10	0	11	11	1	0	1	22
04:15 PM	9	1	10	3	10	13	3	1	4	27
04:30 PM	27	0	27	2	10	12	0	3	3	42
04:45 PM	12	1	13	2	13	15	0	3	3	31
Total	57	3	60	7	44	51	4	7	11	122
05:00 PM	12	1	13	1	14	15	0	2	2	30
05:15 PM	16	0	16	2	6	8	1	1	2	26
05:30 PM	12	0	12	0	13	13	0	1	1	26
05:45 PM	10	0	10	2	8	10	1	0	1	21
Total	50	1	51	5	41	46	2	4	6	103
Grand Total	107	4	111	12	85	97	6	11	17	225
Apprch %	96.4	3.6		12.4	87.6		35.3	64.7		
Total %	47.6	1.8	49.3	5.3	37.8	43.1	2.7	4.9	7.6	

	Museum Drive Southbound			Tahquitz Canyon Way Westbound			Tahquitz Canyon Way Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	9	**1**	10	**3**	10	13	**3**	1	**4**	27
04:30 PM	**27**	0	**27**	2	10	12	0	**3**	3	**42**
04:45 PM	12	1	13	2	13	**15**	0	3	3	31
05:00 PM	12	1	13	1	**14**	15	0	2	2	30
Total Volume	60	3	63	8	47	55	3	9	12	130
% App. Total	95.2	4.8		14.5	85.5		25	75		
PHF	.556	.750	.583	.667	.839	.917	.250	.750	.750	.774

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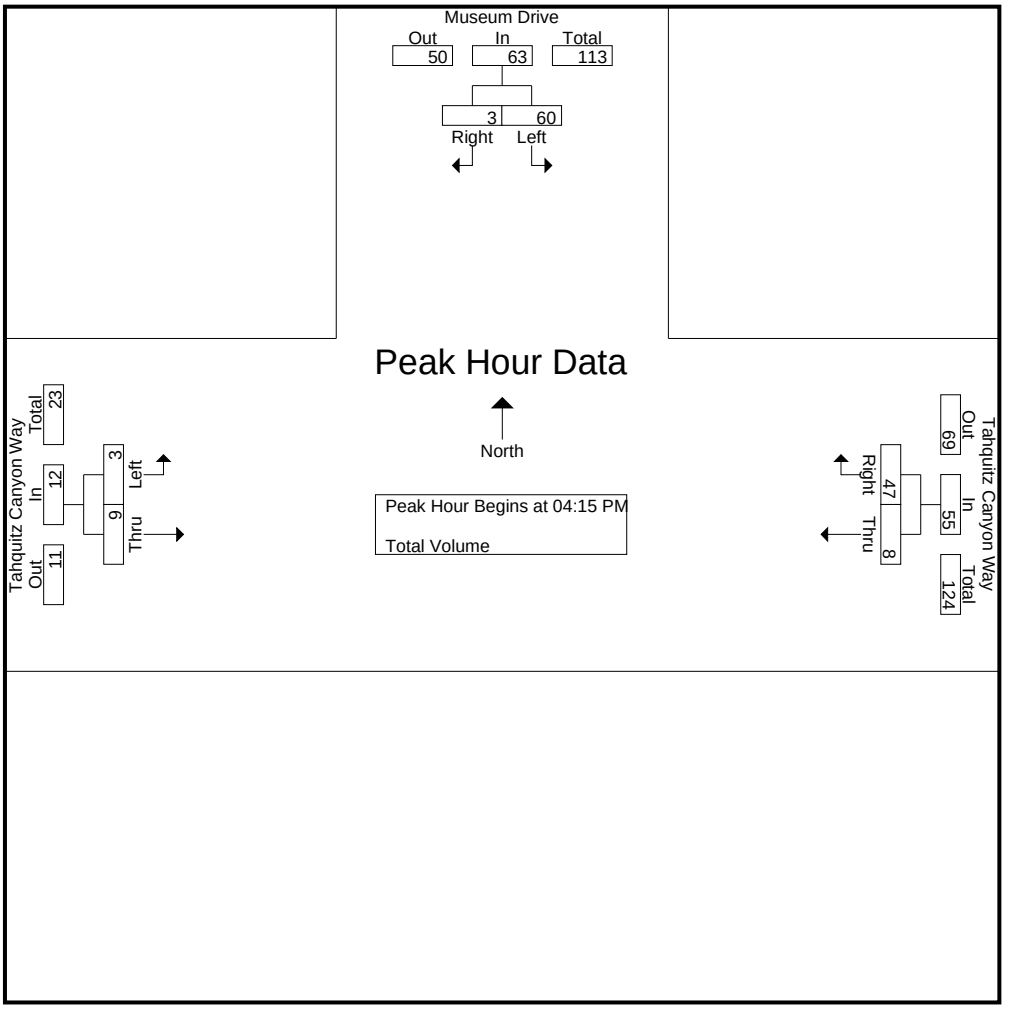
City of Palm Springs
N/S: Museum Drive
E/W: Tahquitz Canyon Way
Weather: Clear

File Name : PLSMUTAPM
Site Code : 00915442
Start Date : 8/19/2015
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:15 PM			04:15 PM		
+0 mins.	**27**	0	**27**	**3**	10	13	**3**	1	**4**
+15 mins.	12	**1**	13	2	10	12	0	**3**	3
+30 mins.	12	1	13	2	13	**15**	0	3	3
+45 mins.	16	0	16	1	**14**	15	0	2	2
Total Volume	67	2	69	8	47	55	3	9	12
% App. Total	97.1	2.9		14.5	85.5		25	75	
PHF	.620	.500	.639	.667	.839	.917	.250	.750	.750

Appendix B

HCM 2000 OPERATIONAL ANALYSIS

1. HCM 2000 Methodology
2. Intersection Analysis Worksheets

Appendix B
Highway Capacity Manual
Unsignalized Intersection Methodology

Some of the key intersections in the study area are unsignalized and controlled by STOP signs on one or more of the approaches. Unsignalized intersections are typically categorized as either two-way stop-controlled (TWSC) or all-way stop-controlled (AWSC) intersections. At TWSC intersections, the approaches controlled by the STOP signs (either public streets or private driveways) are referred to as the minor-street approaches. The intersection approaches that are not controlled by STOP signs are called the major-street approaches.

To evaluate the ability of these intersections to serve traffic demands during peak hours, the capacity is determined for each minor approach movement and the left-turn movements from the major street onto the minor street, and then compared to the demand for each movement. The methodology utilized to determine the maximum capacity of the minor approach movements and the left turn onto the minor street (in passenger car equivalents per hour or PCPH) accounts for approach grade and speed, heavy vehicle mix, lane configuration, and type of traffic control. It allows the maximum potential capacity to be determined from the conflicting volumes and the critical gap associated with each type of vehicle maneuver. Once the capacity of each of the critical movements is calculated, the anticipated delay and the level of service for each of the intersection movements and each minor approach can be evaluated. Table B-1 shows the average control delay range associated with each level of service at unsignalized intersections.

Table B-1
Unsignalized Intersection Level of Service Criteria[a]

Level of Service[b]	Average Control Delay (Seconds/Vehicle)
A	≤ 10.0
B	>10.0 and ≤15.0
C	>15.0 and ≤25.0
D	>25.0 and ≤35.0
E	>35.0 and ≤50.0
F	> 50.0

a. Source: *Highway Capacity Manual,* Special Report 209", Transportation Research Board, 2000; pg. 17-2 and 17-32.
b. Note that a level of service is not defined for the overall TWSC intersection, but rather for individual movements and intersection approaches.

Typically, the movement with the longest average control delay or worst level or service defines the overall intersection evaluation; however, this may be tempered by engineering judgment, when conditions warrant it. Although the level of service is primarily related to the average control delay, which is given in terms of seconds of delay per vehicle by minor movement and intersection approach, other performance measures for TWSC and AWSC intersections include: delay to major street through vehicles, queue length, and volume-to-capacity ratio.

Left turns from the minor leg may experience delay consistent with LOS F operation, while the major street through movements experience little or no delay and LOS A. Since the major-street through movements typically accommodate the majority of the traffic demand at the intersection, the overall intersection LOS would most likely be LOS A or LOS B. If the delay for the traffic on the minor leg is reduced by installing a traffic signal, the overall

intersection delay will increase, as large numbers of vehicles on the major through moves are delayed by the new signal. The increase in total delay may lower the overall intersection LOS. For this reason, excessive delays on the minor legs of two-way stop intersections are only mitigated with a traffic signal when the minor street can no longer effectively provide access, as evidenced by traffic signal warrants being met. This eliminates situations where a large number of motorists are delayed for the benefit of only a few cars.

A two-way left-turn lane (TWLTL) or a raised or striped median allows a minor stream vehicle to cross one major traffic stream at a time. It results in two-stage gap acceptance, provided that sufficient storage space is available in the median or TWLTL to store vehicles. It reduces the critical gap (the minimum gap that would be acceptable to a driver on the minor approach) in the stream of traffic on the major street and increases the capacity of the minor approach.

A flared approach on the minor street increases the capacity of the minor street approach. It allows more vehicles to be served simultaneously. Increasing the length of the flared pavement improves access to the additional lane. Even with a flared approach, vehicles seeking to use the flared lane may be delayed by queued vehicles blocking access to the additional lane. Therefore, flaring does not increase the capacity of the approach to the extent that an additional lane would.

The presence of traffic signals upstream from the intersection on the major street will produce platoons and affect the capacity of the minor street approaches if the signal is located within 0.25 mile of the intersection. Four flow regimes can result: no platoons, platoons from the left only, platoons from the right only and platoons from both directions.

Appendix B
Highway Capacity Manual
Signalized Intersection Methodology

The *Highway Capacity Manual* (HCM 2000) signalized intersection capacity and level of service methodology addresses the capacity and level of service of intersection approach land groups as well as the level of service of the intersection as a whole. The analysis is undertaken in terms of the ratio of demand flow rate to capacity (V/C ratio) for individual movements during a peak 15-minute interval and the composite V/C ratio for the sum of critical movements or lane groups within the intersection. The level of service is determined based upon average control delay per vehicle, as shown in Table B-2 below.

Table B-2
2000 HCM Signalized Intersection LOS Criteria

Level of Service	Traffic Flow Characteristics	Avg. Control Delay (Seconds/Vehicle)
A	Extremely favorable progression with very low control delay. Most vehicles arrive during the green phase and do not stop.	≤ 10
B	Good progression and short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average delay.	> 10 and ≤ 20
C	Satisfactory operation with fair progression and longer cycle lengths. Individual cycle failures may begin to appear. A significant number of vehicles stop but many pass through without stopping.	> 20 and ≤ 35
D	Tolerable delay where congestion becomes more noticeable and many vehicles stop. Many vehicles stop. Individual cycle failures are noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high V/C ratios.	> 35 and ≤ 55
E	Unstable flow with poor progression, frequent cycle failures, long cycle lengths and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered the limit of acceptable delay by many agencies.	> 55 and ≤ 80
F	Oversaturation with arrival flow rates exceeding the capacity of the intersection and many individual cycle failures. Poor progression and long cycle lengths as well as high V/C ratios and high delay values occur at LOS F. Considered unacceptable to most drivers.	> 80

Source: *Highway Capacity Manual,* Special Report 209, Transportation Research Board, Fourth Edition, 2000; pp. 10-16.

SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	27	55			26	47	69	838	100			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	27	55			26	47		1007				
Lane Group Capacity	239	322			322	1495		4287				
v/c Ratio	0.11	0.17			0.08	0.03		0.23				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.4	20.7			20.3	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.2	0.3			0.1	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.6	20.9			20.4	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	20.8			7.3			3.6					
Approach LOS	C			A			A					
Intersection Delay	5.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	34	59			51	58	98	940	121			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	34	59			51	58		1159				
Lane Group Capacity	233	322			322	1495		4280				
v/c Ratio	0.15	0.18			0.16	0.04		0.27				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.6	20.7			20.6	0.0		3.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.3	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.8	21.0			20.8	0.0		3.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	20.9			9.8			3.7					
Approach LOS	C			A			A					
Intersection Delay	5.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	40	58			41	50	104	803	65			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	40	58			41	50		972				
Lane Group Capacity	236	322			322	1495		4300				
v/c Ratio	0.17	0.18			0.13	0.03		0.23				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.6	20.7			20.5	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.3	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.0	21.0			20.7	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.0			9.3			3.6					
Approach LOS	C			A			A					
Intersection Delay	5.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	20	0			0	53	2	1072	33			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	20	0			53			1107				
Lane Group Capacity	196	276			239			4634				
v/c Ratio	0.10	0.00			0.22			0.24				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.3	24.9			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.2	0.0			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.5	24.9			26.2			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	25.5			26.2			3.1					
Approach LOS	C			C			A					
Intersection Delay	4.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	25	0			0	50	0	919	26			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	25	0			50			945				
Lane Group Capacity	200	276			239			4636				
v/c Ratio	0.13	0.00			0.21			0.20				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.4	24.9			25.7			3.0				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.3	0.0			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	24.9			26.1			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	25.6			26.1			3.1					
Approach LOS	C			C			A					
Intersection Delay	4.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	32	0			1	72	1	1188	43			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	32	0			73			1232				
Lane Group Capacity	171	276			240			4631				
v/c Ratio	0.19	0.00			0.30			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.6	24.9			26.1			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.5	0.0			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.2	24.9			26.8			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.8			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	78	104			96	134	56	897	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	78	104			96	134		1063				
Lane Group Capacity	263	276			276	1929		3227				
v/c Ratio	0.30	0.38			0.35	0.07		0.33				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	26.1	26.4			26.3	2.7		9.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.6	0.9			0.8	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.7	27.3			27.1	2.7		10.0				
Lane Group LOS	C	C			C	A		B				
Approach Delay	27.0			12.9			10.0					
Approach LOS	C			B			B					
Intersection Delay	12.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	69	70			102	103	34	769	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	69	70			102	103		873				
Lane Group Capacity	263	276			276	1929		3241				
v/c Ratio	0.26	0.25			0.37	0.05		0.27				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	25.9	25.9			26.4	2.7		9.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.5	0.5			0.8	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.5	26.4			27.2	2.7		9.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	26.4			14.9			9.6					
Approach LOS	C			B			A					
Intersection Delay	12.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	87	103			108	103	70	753	105			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	87	103			108	103		928				
Lane Group Capacity	263	276			276	1929		3218				
v/c Ratio	0.33	0.37			0.39	0.05		0.29				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	26.2	26.4			26.5	2.7		9.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.7	0.9			0.9	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	27.3			27.4	2.7		9.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	27.1			15.3			9.7					
Approach LOS	C			B			A					
Intersection Delay	13.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	61	38			36	27	45	981	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	61	38			63			1096				
Lane Group Capacity	183	276			260			4601				
v/c Ratio	0.33	0.14			0.24			0.24				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.2	25.4			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.1	0.2			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.3	25.6			26.3			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.3			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	42	40			28	28	36	818	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	42	40			56			918				
Lane Group Capacity	192	276			258			4597				
v/c Ratio	0.22	0.14			0.22			0.20				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.7	25.4			25.7			3.0				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.6	0.2			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.3	25.7			26.2			3.0				
Lane Group LOS	C	C			C			A				
Approach Delay	26.0			26.2			3.0					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	92	52			41	51	78	1081	101			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	92	52			92			1260				
Lane Group Capacity	170	302			279			4495				
v/c Ratio	0.54	0.17			0.33			0.28				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	26.5	24.8			25.5			3.6				
Delay Factor k	0.14	0.11			0.11			0.11				
Incremental Delay d_2	3.5	0.3			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	30.0	25.0			26.2			3.6				
Lane Group LOS	C	C			C			A				
Approach Delay	28.2			26.2			3.6					
Approach LOS	C			C			A					
Intersection Delay	7.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		21	27	96	33					69	777	22
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 44.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		21	27	96	33						868	
Lane Group Capacity		235	1495	174	235						3487	
v/c Ratio		0.09	0.02	0.55	0.14						0.25	
Green Ratio		0.13	1.00	0.13	0.13						0.73	
Uniform Delay d_1		22.8	0.0	24.3	23.0						2.6	
Delay Factor k		0.11	0.11	0.15	0.11						0.11	
Incremental Delay d_2		0.2	0.0	3.8	0.3						0.0	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		23.0	0.0	28.1	23.2						2.6	
Lane Group LOS		C	A	C	C						A	
Approach Delay	10.1			26.9						2.6		
Approach LOS	B			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		18	21	69	22					53	610	17
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 44.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		18	21	69	22						680	
Lane Group Capacity		235	1495	175	235						3488	
v/c Ratio		0.08	0.01	0.39	0.09						0.19	
Green Ratio		0.13	1.00	0.13	0.13						0.73	
Uniform Delay d_1		22.8	0.0	23.8	22.8						2.5	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.1	0.0	1.5	0.2						0.0	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.9	0.0	25.3	23.0						2.5	
Lane Group LOS		C	A	C	C						A	
Approach Delay	10.6			24.7						2.5		
Approach LOS	B			C						A		
Intersection Delay	5.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		23	37	104	40					69	759	28
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 44.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		23	37	104	40						856	
Lane Group Capacity		235	1495	174	235						3483	
v/c Ratio		0.10	0.02	0.60	0.17						0.25	
Green Ratio		0.13	1.00	0.13	0.13						0.73	
Uniform Delay d_1		22.8	0.0	24.5	23.1						2.6	
Delay Factor k		0.11	0.11	0.19	0.11						0.11	
Incremental Delay d_2		0.2	0.0	5.7	0.3						0.0	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		23.0	0.0	30.2	23.4						2.6	
Lane Group LOS		C	A	C	C						A	
Approach Delay	8.8			28.3						2.6		
Approach LOS	A			C						A		
Intersection Delay	6.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		102	36	107	77					100	659	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		138		107	77						759	47
Lane Group Capacity		267		263	653						3265	1495
v/c Ratio		0.52		0.41	0.12						0.23	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		27.1		26.6	14.5						9.4	0.0
Delay Factor k		0.12		0.11	0.11						0.11	0.11
Incremental Delay d_2		1.8		1.0	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		28.8		27.6	14.5						9.4	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	28.8			22.1						8.9		
Approach LOS	C			C						A		
Intersection Delay	13.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		82	16	83	51					56	559	42
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		98		83	51						615	42
Lane Group Capacity		270		263	653						3271	1495
v/c Ratio		0.36		0.32	0.08						0.19	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		26.4		26.2	14.2						9.1	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d_2		0.8		0.7	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.2		26.9	14.3						9.2	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	27.2			22.1						8.6		
Approach LOS	C			C						A		
Intersection Delay	12.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		90	28	119	51					109	700	65
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		118		119	51						809	65
Lane Group Capacity		268		263	653						3264	1495
v/c Ratio		0.44		0.45	0.08						0.25	0.04
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		26.7		26.8	14.2						9.5	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d_2		1.2		1.2	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.9		28.0	14.3						9.5	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	27.9			23.9						8.8		
Approach LOS	C			C						A		
Intersection Delay	12.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		25	20	45	28					51	719	64
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		45		45	28						834	
Lane Group Capacity		189		146	201						3643	
v/c Ratio		0.24		0.31	0.14						0.23	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.2		28.5	27.9						2.2	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.7		1.2	0.3						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		28.9		29.7	28.2						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay	28.9			29.1						2.3		
Approach LOS	C			C						A		
Intersection Delay	5.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		39	13	32	31					28	557	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		52		32	31						632	
Lane Group Capacity		194		138	201						3647	
v/c Ratio		0.27		0.23	0.15						0.17	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.3		28.2	27.9						2.1	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.7		0.9	0.4						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.1		29.1	28.3						2.1	
Lane Group LOS		C		C	C						A	
Approach Delay	29.1			28.7						2.1		
Approach LOS	C			C						A		
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		59	36	51	39					92	936	76
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		95		51	39						1104	
Lane Group Capacity		191		103	201						3643	
v/c Ratio		0.50		0.50	0.19						0.30	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		29.1		29.1	28.1						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		2.0		3.8	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		31.2		32.9	28.6						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay	31.2			31.0						2.4		
Approach LOS	C			C						A		
Intersection Delay	6.5			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*44*	*22*	*27*	*72*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*44*	*22*	*27*	*72*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*22*		*36*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*22*	*0*	*36*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*58*				
C (m) (veh/h)		*1498*		*914*				
v/c		*0.02*		*0.06*				
95% queue length		*0.06*		*0.20*				
Control Delay (s/veh)		*7.4*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*59*	*15*	*16*	*55*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*59*	*15*	*16*	*55*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*16*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*37*				
C (m) (veh/h)		*1488*		*910*				
v/c		*0.01*		*0.04*				
95% queue length		*0.03*		*0.13*				
Control Delay (s/veh)		*7.4*		*9.1*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.1*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*67*	*44*	*25*	*69*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*67*	*44*	*25*	*69*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*32*		*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*32*	*0*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*25*		*72*				
C (m) (veh/h)		*1442*		*877*				
v/c		*0.02*		*0.08*				
95% queue length		*0.05*		*0.27*				
Control Delay (s/veh)		*7.5*		*9.5*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.5*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*75*	*55*	*12*	*102*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*75*	*55*	*12*	*102*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*354*		*54*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*354*	*0*	*54*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*12*		*408*				
C (m) (veh/h)		*1419*		*789*				
v/c		*0.01*		*0.52*				
95% queue length		*0.03*		*3.16*				
Control Delay (s/veh)		*7.6*		*14.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*14.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Belardo Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*55*	*38*	*49*	*67*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*55*	*38*	*49*	*67*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*42*		*74*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*42*	*0*	*74*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*49*		*116*				
C (m) (veh/h)		*1464*		*879*				
v/c		*0.03*		*0.13*				
95% queue length		*0.10*		*0.46*				
Control Delay (s/veh)		*7.5*		*9.7*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.7*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Belardo Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*37*	*55*	*51*	*33*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*37*	*55*	*51*	*33*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*29*		*61*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*29*	*0*	*61*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*51*		*90*				
C (m) (veh/h)		*1466*		*925*				
v/c		*0.03*		*0.10*				
95% queue length		*0.11*		*0.32*				
Control Delay (s/veh)		*7.5*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Belardo Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*47*	*48*	*84*	*68*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*47*	*48*	*84*	*68*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*65*		*102*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*65*	*0*	*102*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*84*		*167*				
C (m) (veh/h)		*1462*		*832*				
v/c		*0.06*		*0.20*				
95% queue length		*0.18*		*0.75*				
Control Delay (s/veh)		*7.6*		*10.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Belardo Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*9*	*298*	*7*	*5*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*9*	*298*	*7*	*5*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*111*		*20*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*111*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*7*		*131*				
C (m) (veh/h)		*1220*		*979*				
v/c		*0.01*		*0.13*				
95% queue length		*0.02*		*0.46*				
Control Delay (s/veh)		*8.0*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	22	10	11	18	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	75	9	4	80	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	36		45		95		88	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.0	
Prop. Right-Turns	0.3		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.04		0.08		0.08	
hd, final value (s)	4.36		4.33		4.28		4.30	
x, final value	0.04		0.05		0.11		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.3		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	286		295		345		338	
Delay (s/veh)	7.55		7.57		7.83		7.81	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.55		7.57		7.83		7.81	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.74							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	12	7	15	13	15
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	59	27	7	77	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	23		43		90		93	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.3		0.0		0.1	
Prop. Right-Turns	0.3		0.3		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.08		0.08	
hd, final value (s)	4.34		4.33		4.11		4.23	
x, final value	0.03		0.05		0.10		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.3		2.3		2.1		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	273		293		340		343	
Delay (s/veh)	7.46		7.56		7.58		7.75	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.46		7.56		7.58		7.75	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.63							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	31	7	20	16	39
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	101	31	19	68	12
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	43		75		136		99	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.2	
Prop. Right-Turns	0.2		0.5		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.09	
hd, final value (s)	4.59		4.37		4.29		4.43	
x, final value	0.05		0.09		0.16		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.4		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293		325		386		349	
Delay (s/veh)	7.85		7.80		8.12		8.04	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.85		7.80		8.12		8.04	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.00							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	2	26	44	4	23
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	93	18	17	241	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	35		71		121		275	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.1		0.1	
Prop. Right-Turns	0.7		0.3		0.1		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.06		0.11		0.24	
hd, final value (s)	4.65		4.93		4.54		4.42	
x, final value	0.05		0.10		0.15		0.34	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.9		2.5		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	285		321		371		525	
Delay (s/veh)	7.87		8.46		8.35		9.67	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.87		8.46		8.35		9.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.06							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*91*	*20*	*12*	*82*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*91*	*20*	*12*	*82*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*		*11*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*11*	*0*	*11*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*12*		*22*				
C (m) (veh/h)		*1442*		*852*				
v/c		*0.01*		*0.03*				
95% queue length		*0.03*		*0.08*				
Control Delay (s/veh)		*7.5*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*72*	*17*	*4*	*53*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*72*	*17*	*4*	*53*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*13*		*11*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*13*	*0*	*11*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*4*		*24*				
C (m) (veh/h)		*1469*		*900*				
v/c		*0.00*		*0.03*				
95% queue length		*0.01*		*0.08*				
Control Delay (s/veh)		*7.5*		*9.1*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.1*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*2*	*25*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*2*	*25*	*5*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*12*	*0*	*5*	*18*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*12*	*0*	*5*	*18*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*2*	*16*		*0*		*28*	
C (m) (veh/h)	*1545*	*1550*	*829*		*1033*		*861*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.03*	
95% queue length	*0.00*	*0.00*	*0.06*		*0.00*		*0.10*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.4*		*8.5*		*9.3*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.3*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*1*	*20*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*1*	*20*	*7*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*12*	*0*	*4*	*12*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*12*	*0*	*4*	*12*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*1*	*12*		*0*		*22*	
C (m) (veh/h)	*1549*	*1553*	*817*		*1041*		*882*	
v/c	*0.00*	*0.00*	*0.01*		*0.00*		*0.02*	
95% queue length	*0.01*	*0.00*	*0.04*		*0.00*		*0.08*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.2*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.2*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*76*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*76*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*93*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*93*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*93*		*4*
C (m) (veh/h)	*1461*					*956*		*1041*
v/c	*0.00*					*0.10*		*0.00*
95% queue length	*0.00*					*0.32*		*0.01*
Control Delay (s/veh)	*7.5*					*9.2*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.1*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*58*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*58*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*74*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*74*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*74*		*4*
C (m) (veh/h)	*1496*					*967*		*1054*
v/c	*0.00*					*0.08*		*0.00*
95% queue length	*0.01*					*0.25*		*0.01*
Control Delay (s/veh)	*7.4*					*9.0*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.0*		
Approach LOS	--	--				*A*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	70	69			53	47	69	878	103			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	70	69			53	47		1050				
Lane Group Capacity	233	322			322	1495		4288				
v/c Ratio	0.30	0.21			0.16	0.03		0.24				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	21.2	20.8			20.6	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.7	0.3			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.9	21.2			20.9	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.5			11.1			3.6					
Approach LOS	C			B			A					
Intersection Delay	6.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	111	85			74	58	98	101	126			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 23.0	G =	G =	G =	G = 29.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	111	85			74	58		325				
Lane Group Capacity	478	674			674	1495		2866				
v/c Ratio	0.23	0.13			0.11	0.04		0.11				
Green Ratio	0.38	0.38			0.38	1.00		0.48				
Uniform Delay d_1	12.5	12.0			11.9	0.0		8.5				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.3	0.1			0.1	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	12.8	12.1			12.0	0.0		8.5				
Lane Group LOS	B	B			B	A		A				
Approach Delay	12.5			6.7			8.5					
Approach LOS	B			A			A					
Intersection Delay	9.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	132	99			87	61	127	1061	85			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	132	99			87	61		1273				
Lane Group Capacity	226	322			322	1495		4301				
v/c Ratio	0.58	0.31			0.27	0.04		0.30				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	22.4	21.2			21.1	0.0		3.8				
Delay Factor k	0.18	0.11			0.11	0.11		0.11				
Incremental Delay d_2	3.9	0.5			0.5	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	26.3	21.7			21.5	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	24.4			12.6			3.8					
Approach LOS	C			B			A					
Intersection Delay	7.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	54	10			13	53	23	1080	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	54	10			66			1137				
Lane Group Capacity	180	276			247			4630				
v/c Ratio	0.30	0.04			0.27			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.1	25.0			26.0			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.9	0.1			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.0	25.1			26.5			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.5			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	87	14			13	50	26	933	28			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 48.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	87	14			63			987				
Lane Group Capacity	242	352			314			4357				
v/c Ratio	0.36	0.04			0.20			0.23				
Green Ratio	0.20	0.20			0.20			0.69				
Uniform Delay d_1	24.1	22.6			23.3			4.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.9	0.0			0.3			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.1	22.6			23.7			4.1				
Lane Group LOS	C	C			C			A				
Approach Delay	24.7			23.7			4.1					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	96	16			18	66	19	1109	41			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	96	16			84			1169				
Lane Group Capacity	179	302			270			4536				
v/c Ratio	0.54	0.05			0.31			0.26				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	26.5	24.2			25.4			3.5				
Delay Factor k	0.14	0.11			0.11			0.11				
Incremental Delay d_2	3.2	0.1			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.7	24.3			26.0			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	28.9			26.0			3.5					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	84	140			154	134	175	906	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	84	140			154	134	175	1016				
Lane Group Capacity	263	276			276	1929	859	2424				
v/c Ratio	0.32	0.51			0.56	0.07	0.20	0.42				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d_1	26.2	27.0			27.3	2.7	9.2	10.5				
Delay Factor k	0.11	0.12			0.16	0.11	0.11	0.11				
Incremental Delay d_2	0.7	1.6			2.5	0.0	0.1	0.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.9	28.6			29.8	2.7	9.3	10.6				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	27.9			17.2			10.5					
Approach LOS	C			B			B					
Intersection Delay	13.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	81	135			154	103	138	779	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	81	135			154	103	138	849				
Lane Group Capacity	263	276			276	1929	859	2434				
v/c Ratio	0.31	0.49			0.56	0.05	0.16	0.35				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d_1	26.1	26.9			27.3	2.7	9.0	10.1				
Delay Factor k	0.11	0.11			0.16	0.11	0.11	0.11				
Incremental Delay d_2	0.7	1.4			2.5	0.0	0.1	0.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.8	28.3			29.8	2.7	9.1	10.1				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	27.7			18.9			10.0					
Approach LOS	C			B			B					
Intersection Delay	14.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	87	103			108	103	70	753	105			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	87	103			108	103		928				
Lane Group Capacity	263	276			276	1929		3218				
v/c Ratio	0.33	0.37			0.39	0.05		0.29				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	26.2	26.4			26.5	2.7		9.7				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.7	0.9			0.9	0.0		0.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	27.3			27.4	2.7		9.7				
Lane Group LOS	C	C			C	A		A				
Approach Delay	27.1			15.3			9.7					
Approach LOS	C			B			A					
Intersection Delay	13.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	63	40			40	27	51	1107	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	63	40			67			1228				
Lane Group Capacity	179	276			261			4606				
v/c Ratio	0.35	0.14			0.26			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.3	25.4			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.2	0.2			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.5	25.7			26.4			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.8			26.4			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	46	44			31	28	41	928	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	46	44			59			1033				
Lane Group Capacity	188	276			259			4603				
v/c Ratio	0.24	0.16			0.23			0.22				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.9	25.5			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.7	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.5	25.8			26.2			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.2			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	89	52			43	47	80	1169	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	89	52			90			1342				
Lane Group Capacity	152	276			257			4593				
v/c Ratio	0.59	0.19			0.35			0.29				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.4	25.6			26.3			3.3				
Delay Factor k	0.18	0.11			0.11			0.11				
Incremental Delay d_2	5.9	0.3			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.3	26.0			27.1			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	30.6			27.1			3.3					
Approach LOS	C			C			A					
Intersection Delay	7.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		78	27	96	60					69	887	43
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		78	27	96	60						999	
Lane Group Capacity		322	1495	228	322						3242	
v/c Ratio		0.24	0.02	0.42	0.19						0.31	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		20.9	0.0	21.7	20.7						3.8	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.4	0.0	1.3	0.3						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.3	0.0	22.9	21.0						3.9	
Lane Group LOS		C	A	C	C						A	
Approach Delay	15.8			22.2						3.9		
Approach LOS	B			C						A		
Intersection Delay	7.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		120	21	69	45					53	706	35
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		120	21	69	45						794	
Lane Group Capacity		440	1495	299	440						2926	
v/c Ratio		0.27	0.01	0.23	0.10						0.27	
Green Ratio		0.25	1.00	0.25	0.25						0.62	
Uniform Delay d_1		18.1	0.0	17.9	17.3						5.3	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.3	0.0	0.4	0.1						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		18.4	0.0	18.3	17.4						5.3	
Lane Group LOS		B	A	B	B						A	
Approach Delay	15.7			18.0						5.3		
Approach LOS	B			B						A		
Intersection Delay	8.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		138	45	127	86					85	1079	63
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		138	45	127	86						1227	
Lane Group Capacity		352	1495	235	352						3159	
v/c Ratio		0.39	0.03	0.54	0.24						0.39	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d_1		20.8	0.0	21.5	20.2						4.5	
Delay Factor k		0.11	0.11	0.14	0.11						0.11	
Incremental Delay d_2		0.7	0.0	2.5	0.4						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.6	0.0	24.1	20.6						4.6	
Lane Group LOS		C	A	C	C						A	
Approach Delay	16.3			22.6						4.6		
Approach LOS	B			C						A		
Intersection Delay	8.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		144	110	107	252					101	664	58
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 22.0	G = 11.0	G =	G =	G = 25.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		254		107	252						765	58
Lane Group Capacity		520		263	930						2267	1495
v/c Ratio		0.49		0.41	0.27						0.34	0.04
Green Ratio		0.31		0.16	0.53						0.36	1.00
Uniform Delay d_1		19.4		26.6	9.1						16.4	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d_2		0.7		1.0	0.2						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		20.2		27.6	9.2						16.5	0.0
Lane Group LOS		C		C	A						B	A
Approach Delay	20.2			14.7						15.4		
Approach LOS	C			B						B		
Intersection Delay	16.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		157	150	83	204					58	569	52
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 28.0	G = 11.0	G =	G =	G = 19.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		307		83	204						627	52
Lane Group Capacity		657		263	1081						1726	1495
v/c Ratio		0.47		0.32	0.19						0.36	0.03
Green Ratio		0.40		0.16	0.61						0.27	1.00
Uniform Delay d_1		15.5		26.2	5.9						20.6	0.0
Delay Factor k		0.11		0.11	0.11						0.11	0.11
Incremental Delay d_2		0.5		0.7	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		16.0		26.9	6.0						20.7	0.0
Lane Group LOS		B		C	A						C	A
Approach Delay	16.0			12.0						19.2		
Approach LOS	B			B						B		
Intersection Delay	16.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		191	178	146	301					136	868	95
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 21.0	G = 11.0	G =	G =	G = 26.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		369		146	301						1004	95
Lane Group Capacity		494		263	905						2357	1495
v/c Ratio		0.75		0.56	0.33						0.43	0.06
Green Ratio		0.30		0.16	0.51						0.37	1.00
Uniform Delay d_1		22.1		27.2	10.0						16.4	0.0
Delay Factor k		0.30		0.15	0.11						0.11	0.11
Incremental Delay d_2		6.4		2.6	0.2						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		28.5		29.8	10.2						16.6	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay	28.5			16.6						15.1		
Approach LOS	C			B						B		
Intersection Delay	18.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		28	23	45	38					53	797	64
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		51		45	38						914	
Lane Group Capacity		189		140	201						3647	
v/c Ratio		0.27		0.32	0.19						0.25	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.3		28.5	28.1						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		1.3	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.1		29.8	28.5						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay	29.1			29.2						2.3		
Approach LOS	C			C						A		
Intersection Delay	5.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		44	18	32	39					31	697	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		62		32	39						775	
Lane Group Capacity		193		126	201						3656	
v/c Ratio		0.32		0.25	0.19						0.21	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.5		28.3	28.1						2.2	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.0		1.1	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.5		29.3	28.6						2.2	
Lane Group LOS		C		C	C						A	
Approach Delay	29.5			28.9						2.2		
Approach LOS	C			C						A		
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		60	39	47	49					88	1013	70
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		99		47	49						1171	
Lane Group Capacity		190		103	201						3650	
v/c Ratio		0.52		0.46	0.24						0.32	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		29.2		29.0	28.2						2.4	
Delay Factor k		0.13		0.11	0.11						0.11	
Incremental Delay d_2		2.6		3.2	0.6						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		31.8		32.2	28.9						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay	31.8			30.5						2.5		
Approach LOS	C			C						A		
Intersection Delay	6.6			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*49*	*79*	*27*	*80*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*49*	*79*	*27*	*80*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*70*		*36*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*70*	*0*	*36*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*106*				
C (m) (veh/h)		*1422*		*842*				
v/c		*0.02*		*0.13*				
95% queue length		*0.06*		*0.43*				
Control Delay (s/veh)		*7.6*		*9.9*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.9*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*68*	*117*	*16*	*62*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*68*	*117*	*16*	*62*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*58*		*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*58*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*79*				
C (m) (veh/h)		*1354*		*845*				
v/c		*0.01*		*0.09*				
95% queue length		*0.04*		*0.31*				
Control Delay (s/veh)		*7.7*		*9.7*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.7*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*70*	*150*	*23*	*75*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*70*	*150*	*23*	*75*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*94*		*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*94*	*0*	*37*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*23*		*131*				
C (m) (veh/h)		*1314*		*819*				
v/c		*0.02*		*0.16*				
95% queue length		*0.05*		*0.57*				
Control Delay (s/veh)		*7.8*		*10.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*84*	*223*	*12*	*110*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*84*	*223*	*12*	*110*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*497*		*54*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*497*	*0*	*54*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*12*		*551*				
C (m) (veh/h)		*1220*		*766*				
v/c		*0.01*		*0.72*				
95% queue length		*0.03*		*7.21*				
Control Delay (s/veh)		*8.0*		*21.5*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*21.5*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	137	26	49	204	49
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	35	26	74	34	24	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	137	26	302		135		58	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.12	0.02	0.27		0.12		0.05	
hd, final value (s)	5.47	4.76	4.83		5.01		5.53	
x, final value	0.21	0.03	0.40		0.19		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	2.8		3.0		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	387	276	552		385		308	
Delay (s/veh)	9.60	7.63	11.10		9.17		9.07	
LOS	A	A	B		A		A	
Approach: Delay (s/veh)	9.28		11.10		9.17		9.07	
LOS	A		B		A		A	
Intersection Delay (s/veh)	10.07							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	184	43	51	153	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	27	20	61	61	34	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	184	43	247		108		95	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.2		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.16	0.04	0.22		0.10		0.08	
hd, final value (s)	5.46	4.76	4.95		5.10		5.53	
x, final value	0.28	0.06	0.34		0.15		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	3.0		3.1		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	434	293	497		358		345	
Delay (s/veh)	10.27	7.74	10.49		9.02		9.48	
LOS	B	A	B		A		A	
Approach: Delay (s/veh)	9.79		10.49		9.02		9.48	
LOS	A		B		A		A	
Intersection Delay (s/veh)	9.88							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	214	38	77	250	67
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	36	94	66	29	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	214	38	394		180		95	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.19	0.03	0.35		0.16		0.08	
hd, final value (s)	6.00	5.29	5.34		5.73		6.31	
x, final value	0.36	0.06	0.58		0.29		0.17	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.7	3.0	3.3		3.7		4.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	464	288	644		430		345	
Delay (s/veh)	12.02	8.31	15.80		11.03		10.57	
LOS	B	A	C		B		B	
Approach: Delay (s/veh)	11.46		15.80		11.03		10.57	
LOS	B		C		B		B	
Intersection Delay (s/veh)	13.14							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Rd @ Tahquitz Cyn Way
Jurisdiction	Palm Springs
Analysis Year	Existing+Phase 1 No Park

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	80	190	7	120	45
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	49	80	20	8	272	5
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	80	190	172		149		285	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.0		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.07	0.17	0.15		0.13		0.25	
hd, final value (s)	6.17	5.46	5.70		5.73		5.50	
x, final value	0.14	0.29	0.27		0.24		0.44	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.9	3.2	3.7		3.7		3.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	330	440	422		399		535	
Delay (s/veh)	9.84	10.36	10.83		10.52		12.72	
LOS	A	B	B		B		B	
Approach: Delay (s/veh)	10.21		10.83		10.52		12.72	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.20							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	23	10	11	20	24
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	86	9	9	87	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	37		55		106		100	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.1	
Prop. Right-Turns	0.3		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.09		0.09	
hd, final value (s)	4.43		4.33		4.33		4.36	
x, final value	0.05		0.07		0.13		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.3		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287		305		356		350	
Delay (s/veh)	7.64		7.63		7.96		7.96	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.64		7.63		7.96		7.96	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.86							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	14	7	15	15	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	69	27	16	90	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	25		52		100		115	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.3		0.0		0.1	
Prop. Right-Turns	0.3		0.4		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.05		0.09		0.10	
hd, final value (s)	4.44		4.35		4.18		4.30	
x, final value	0.03		0.06		0.12		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.3		2.2		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	275		302		350		365	
Delay (s/veh)	7.58		7.64		7.73		7.98	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.58		7.64		7.73		7.98	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.80							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	30	6	18	18	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	109	28	26	76	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	41		82		141		113	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.6		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.13		0.10	
hd, final value (s)	4.66		4.38		4.34		4.47	
x, final value	0.05		0.10		0.17		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.4		2.3		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291		332		391		363	
Delay (s/veh)	7.92		7.87		8.23		8.20	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.92		7.87		8.23		8.20	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.11							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Arenas Road
Jurisdiction	Palm Springs
Analysis Year	Existing+Phase 1 No Park

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	4	26	44	6	30
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	103	18	24	399	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	37		80		131		440	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.1		0.1	
Prop. Right-Turns	0.7		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.07		0.12		0.39	
hd, final value (s)	5.14		5.33		4.80		4.51	
x, final value	0.05		0.12		0.17		0.55	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		3.3		2.8		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287		330		381		690	
Delay (s/veh)	8.43		9.04		8.81		13.01	
LOS	A		A		A		B	
Approach: Delay (s/veh)	8.43		9.04		8.81		13.01	
LOS	A		A		A		B	
Intersection Delay (s/veh)	11.50							
Intersection LOS	B							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*109*	*23*	*15*	*128*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*109*	*23*	*15*	*128*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*		*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*17*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*15*		*32*				
C (m) (veh/h)		*1417*		*792*				
v/c		*0.01*		*0.04*				
95% queue length		*0.03*		*0.13*				
Control Delay (s/veh)		*7.6*		*9.7*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.7*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*114*	*23*	*9*	*97*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*114*	*23*	*9*	*97*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*18*		*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*18*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*9*		*33*				
C (m) (veh/h)		*1411*		*814*				
v/c		*0.01*		*0.04*				
95% queue length		*0.02*		*0.13*				
Control Delay (s/veh)		*7.6*		*9.6*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*74*	*6*	*5*	*92*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*74*	*6*	*5*	*92*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*		*6*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*6*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*5*		*14*				
C (m) (veh/h)		*1481*		*863*				
v/c		*0.00*		*0.02*				
95% queue length		*0.01*		*0.05*				
Control Delay (s/veh)		*7.4*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*2*	*25*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*2*	*25*	*7*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*20*	*0*	*6*	*23*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*20*	*0*	*6*	*23*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*2*	*24*		*0*		*34*	
C (m) (veh/h)	*1542*	*1550*	*821*		*1033*		*853*	
v/c	*0.00*	*0.00*	*0.03*		*0.00*		*0.04*	
95% queue length	*0.00*	*0.00*	*0.09*		*0.00*		*0.12*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.4*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.4*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*1*	*20*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*1*	*20*	*9*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*19*	*0*	*6*	*21*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*19*	*0*	*6*	*21*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*1*	*19*		*0*		*33*	
C (m) (veh/h)	*1546*	*1553*	*815*		*1041*		*862*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.04*	
95% queue length	*0.01*	*0.00*	*0.07*		*0.00*		*0.12*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.3*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.3*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*74*	*6*	*5*	*92*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*74*	*6*	*5*	*92*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*8*		*6*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*8*	*0*	*6*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*5*		*14*				
C (m) (veh/h)		*1481*		*863*				
v/c		*0.00*		*0.02*				
95% queue length		*0.01*		*0.05*				
Control Delay (s/veh)		*7.4*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*128*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*128*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*115*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*115*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*115*		*4*
C (m) (veh/h)	*1398*					*956*		*1041*
v/c	*0.00*					*0.12*		*0.00*
95% queue length	*0.00*					*0.41*		*0.01*
Control Delay (s/veh)	*7.6*					*9.3*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.3*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*107*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*107*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*122*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*122*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*122*		*4*
C (m) (veh/h)	*1435*					*967*		*1054*
v/c	*0.00*					*0.13*		*0.00*
95% queue length	*0.01*					*0.43*		*0.01*
Control Delay (s/veh)	*7.5*					*9.3*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.2*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*0*			*0*	*100*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*100*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*81*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*81*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*0*					*81*		*0*
C (m) (veh/h)	*1456*					*1008*		*1068*
v/c	*0.00*					*0.08*		*0.00*
95% queue length	*0.00*					*0.26*		*0.00*
Control Delay (s/veh)	*7.5*					*8.9*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*8.9*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*26*	*923*	*60*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*26*	*923*	*60*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*38*	*6*	*21*	*15*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*38*	*6*	*21*	*15*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*26*	*36*					*44*
C (m) (veh/h)		*1585*	*294*					*252*
v/c		*0.02*	*0.12*					*0.17*
95% queue length		*0.05*	*0.42*					*0.63*
Control Delay (s/veh)		*7.3*	*19.0*					*22.3*
LOS		*A*	*C*					*C*
Approach Delay (s/veh)	--	--	*19.0*			*22.3*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*32*	*712*	*52*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*32*	*712*	*52*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*69*	*11*	*26*	*13*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*69*	*11*	*26*	*13*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*32*	*39*					*80*
C (m) (veh/h)		*1585*	*360*					*329*
v/c		*0.02*	*0.11*					*0.24*
95% queue length		*0.06*	*0.36*					*0.96*
Control Delay (s/veh)		*7.3*	*16.2*					*19.4*
LOS		*A*	*C*					*C*
Approach Delay (s/veh)	--	--	*16.2*			*19.4*		
Approach LOS	--	--	*C*			*C*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*38*	*1133*	*81*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*38*	*1133*	*81*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*74*	*12*	*16*	*20*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*74*	*12*	*16*	*20*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*38*	*36*					*86*
C (m) (veh/h)		*1585*	*179*					*181*
v/c		*0.02*	*0.20*					*0.48*
95% queue length		*0.07*	*0.75*					*2.58*
Control Delay (s/veh)		*7.3*	*30.2*					*42.6*
LOS		*A*	*D*					*E*
Approach Delay (s/veh)	--	--	*30.2*			*42.6*		
Approach LOS	--	--	*D*			*E*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	18	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	47	41	0	0	44	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	60				88		44	31
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.05				0.08		0.04	0.03
hd, final value (s)	4.37				4.47		4.84	4.14
x, final value	0.07				0.11		0.06	0.04
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.4				2.5		2.5	1.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310				338		294	281
Delay (s/veh)	7.71				8.01		7.85	7.00
LOS	A				A		A	A
Approach: Delay (s/veh)	7.71				8.01		7.50	
LOS	A				A		A	
Intersection Delay (s/veh)	7.76							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	0	32	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	41	51	0	0	48	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	106				92		48	27
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.4		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.09				0.08		0.04	0.02
hd, final value (s)	4.38				4.57		4.96	4.26
x, final value	0.13				0.12		0.07	0.03
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.4				2.6		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	356				342		298	277
Delay (s/veh)	8.03				8.17		8.02	7.10
LOS	A				A		A	A
Approach: Delay (s/veh)	8.03				8.17		7.69	
LOS	A				A		A	
Intersection Delay (s/veh)	7.98							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	81	0	35	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	64	68	0	0	55	43
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	116				132		55	43
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.10				0.12		0.05	0.04
hd, final value (s)	4.53				4.63		5.03	4.33
x, final value	0.15				0.17		0.08	0.05
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.5				2.6		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	366				382		305	293
Delay (s/veh)	8.31				8.58		8.15	7.27
LOS	A				A		A	A
Approach: Delay (s/veh)	8.31				8.58		7.76	
LOS	A				A		A	
Intersection Delay (s/veh)	8.26							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	96	0	11	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	156	0	0	287	62
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	107				163		287	62
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.10				0.14		0.26	0.06
hd, final value (s)	5.35				4.85		5.09	4.39
x, final value	0.16				0.22		0.41	0.08
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.4				2.9		2.8	2.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	357				413		537	312
Delay (s/veh)	9.36				9.22		11.26	7.45
LOS	A				A		B	A
Approach: Delay (s/veh)	9.36				9.22		10.59	
LOS	A				A		B	
Intersection Delay (s/veh)	10.01							
Intersection LOS	B							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*21*	*25*	*37*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*21*	*25*	*37*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*16*	*0*	*37*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*25*		*53*				
C (m) (veh/h)		*1491*		*927*				
v/c		*0.02*		*0.06*				
95% queue length		*0.05*		*0.18*				
Control Delay (s/veh)		*7.5*		*9.1*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.1*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*29*	*32*	*48*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*29*	*32*	*48*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*19*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*19*	*0*	*41*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*32*		*60*				
C (m) (veh/h)		*1481*		*907*				
v/c		*0.02*		*0.07*				
95% queue length		*0.07*		*0.21*				
Control Delay (s/veh)		*7.5*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*76*	*35*	*41*	*49*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*76*	*35*	*41*	*49*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*25*		*56*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*25*	*0*	*56*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*41*		*81*				
C (m) (veh/h)		*1442*		*867*				
v/c		*0.03*		*0.09*				
95% queue length		*0.09*		*0.31*				
Control Delay (s/veh)		*7.6*		*9.6*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*122*	*20*	*51*	*247*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*122*	*20*	*51*	*247*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*27*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*27*	*0*	*41*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*51*		*68*				
C (m) (veh/h)		*1405*		*694*				
v/c		*0.04*		*0.10*				
95% queue length		*0.11*		*0.33*				
Control Delay (s/veh)		*7.7*		*10.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.8*					
Approach LOS	--	--	*B*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	0	17	8	13	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	32	44	0	0	33	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	34		32		76		52	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.4		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.4	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.07		0.05	
hd, final value (s)	4.16		4.20		4.32		4.04	
x, final value	0.04		0.04		0.09		0.06	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.2		2.2		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	284		282		326		302	
Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.49							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	0	17	8	13	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	32	44	0	0	33	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	34		32		76		52	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.4		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.4	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.07		0.05	
hd, final value (s)	4.16		4.20		4.32		4.04	
x, final value	0.04		0.04		0.09		0.06	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.2		2.2		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	284		282		326		302	
Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.49							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	34	0	34	14	17	17
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	43	60	0	0	48	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	68		48		103		74	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.4		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.4	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.04		0.09		0.07	
hd, final value (s)	4.30		4.36		4.46		4.20	
x, final value	0.08		0.06		0.13		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.3		2.4		2.5		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	318		298		353		324	
Delay (s/veh)	7.68		7.63		8.12		7.60	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.68		7.63		8.12		7.60	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.81							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 No Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	31	0	31	14	0	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	102	0	0	241	33
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	62		23		124		274	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.2		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.02		0.11		0.24	
hd, final value (s)	4.78		4.92		4.58		4.32	
x, final value	0.08		0.03		0.16		0.33	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.9		2.6		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	312		273		374		524	
Delay (s/veh)	8.21		8.08		8.44		9.43	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.21		8.08		8.44		9.43	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.96							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	73	70			131	47	69	881	103			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	73	70			131	47		1053				
Lane Group Capacity	217	322			322	1495		4288				
v/c Ratio	0.34	0.22			0.41	0.03		0.25				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	21.3	20.8			21.6	0.0		3.6				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.9	0.3			0.8	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	22.2	21.2			22.5	0.0		3.6				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.7			16.5			3.6					
Approach LOS	C			B			A					
Intersection Delay	7.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	396	180			120	58	102	1351	158			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 26.0	G =	G =	G =	G = 26.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	396	180			120	58		1611				
Lane Group Capacity	518	762			762	1495		2720				
v/c Ratio	0.76	0.24			0.16	0.04		0.59				
Green Ratio	0.43	0.43			0.43	1.00		0.43				
Uniform Delay d_1	14.4	10.7			10.3	0.0		13.0				
Delay Factor k	0.32	0.11			0.11	0.11		0.18				
Incremental Delay d_2	7.0	0.2			0.1	0.0		0.3				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.4	10.9			10.4	0.0		13.3				
Lane Group LOS	C	B			B	A		B				
Approach Delay	18.1			7.0			13.3					
Approach LOS	B			A			B					
Intersection Delay	14.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	135	100			165	61	127	1065	85			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 16.0	G =	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	135	100			165	61		1277				
Lane Group Capacity	298	469			469	1495		3777				
v/c Ratio	0.45	0.21			0.35	0.04		0.34				
Green Ratio	0.27	0.27			0.27	1.00		0.60				
Uniform Delay d_1	18.4	17.1			17.8	0.0		6.0				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	1.1	0.2			0.5	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	19.4	17.3			18.3	0.0		6.1				
Lane Group LOS	B	B			B	A		A				
Approach Delay	18.5			13.3			6.1					
Approach LOS	B			B			A					
Intersection Delay	8.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	58	10			35	53	44	1081	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	58	10			88			1159				
Lane Group Capacity	155	276			254			4626				
v/c Ratio	0.37	0.04			0.35			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.4	25.0			26.3			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.5	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.9	25.1			27.1			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	27.5			27.1			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	248	32			13	50	27	970	32			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 23.0	G =	G =	G =	G = 39.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	248	32			63			1029				
Lane Group Capacity	414	578			516			3538				
v/c Ratio	0.60	0.06			0.12			0.29				
Green Ratio	0.33	0.33			0.33			0.56				
Uniform Delay d_1	19.6	16.1			16.4			8.2				
Delay Factor k	0.19	0.11			0.11			0.11				
Incremental Delay d_2	2.4	0.0			0.1			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	22.1	16.1			16.5			8.2				
Lane Group LOS	C	B			B			A				
Approach Delay	21.4			16.5			8.2					
Approach LOS	C			B			A					
Intersection Delay	11.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	99	17			40	66	40	1110	41			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	99	17			106			1191				
Lane Group Capacity	214	377			345			4261				
v/c Ratio	0.46	0.05			0.31			0.28				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d_1	24.0	21.8			23.1			4.7				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.6	0.0			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	21.9			23.6			4.7				
Lane Group LOS	C	C			C			A				
Approach Delay	25.0			23.6			4.7					
Approach LOS	C			C			A					
Intersection Delay	7.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	85	144			318	134	523	927	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 16.0	G =	G =	G = 31.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	85	144			318	134	523	1037				
Lane Group Capacity	263	276			402	1929	740	2089				
v/c Ratio	0.32	0.52			0.79	0.07	0.71	0.50				
Green Ratio	0.16	0.16			0.23	0.73	0.44	0.44				
Uniform Delay d_1	26.2	27.1			25.4	2.7	15.8	13.9				
Delay Factor k	0.11	0.13			0.34	0.11	0.27	0.11				
Incremental Delay d_2	0.7	1.8			11.1	0.0	3.2	0.2				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.9	28.9			36.5	2.7	19.0	14.1				
Lane Group LOS	C	C			D	A	B	B				
Approach Delay	28.2			26.5			15.7					
Approach LOS	C			C			B					
Intersection Delay	19.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	110	305			157	103	145	790	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 19.0	G = 11.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	110	305			157	103	145	860				
Lane Group Capacity	454	477			276	1626	668	1894				
v/c Ratio	0.24	0.64			0.57	0.06	0.22	0.45				
Green Ratio	0.27	0.27			0.16	0.61	0.40	0.40				
Uniform Delay d_1	19.9	22.5			27.3	5.4	13.8	15.4				
Delay Factor k	0.11	0.22			0.16	0.11	0.11	0.11				
Incremental Delay d_2	0.3	2.9			2.8	0.0	0.2	0.2				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	20.2	25.4			30.1	5.4	14.0	15.6				
Lane Group LOS	C	C			C	A	B	B				
Approach Delay	24.0			20.3			15.3					
Approach LOS	C			C			B					
Intersection Delay	18.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	120	200			372	126	596	957	129			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 19.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	120	200			372	126		1682				
Lane Group Capacity	263	276			477	1929		2482				
v/c Ratio	0.46	0.72			0.78	0.07		0.68				
Green Ratio	0.16	0.16			0.27	0.73		0.40				
Uniform Delay d_1	26.8	28.1			23.6	2.7		17.3				
Delay Factor k	0.11	0.29			0.33	0.11		0.25				
Incremental Delay d_2	1.3	9.6			8.6	0.0		0.8				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	28.0	37.7			32.2	2.7		18.0				
Lane Group LOS	C	D			C	A		B				
Approach Delay	34.1			24.7			18.0					
Approach LOS	C			C			B					
Intersection Delay	21.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	63	40			51	27	68	1476	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	63	40			78			1614				
Lane Group Capacity	166	276			264			4615				
v/c Ratio	0.38	0.14			0.30			0.35				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.4	25.4			26.1			3.5				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.5	0.2			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.9	25.7			26.7			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	27.0			26.7			3.5					
Approach LOS	C			C			A					
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	57	55			32	28	41	936	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	57	55			60			1041				
Lane Group Capacity	187	276			259			4603				
v/c Ratio	0.30	0.20			0.23			0.23				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.1	25.7			25.8			3.1				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.9	0.4			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.0	26.0			26.3			3.1				
Lane Group LOS	C	C			C			A				
Approach Delay	26.5			26.3			3.1					
Approach LOS	C			C			A					
Intersection Delay	6.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	90	53			55	47	97	1537	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	90	53			102			1727				
Lane Group Capacity	140	276			259			4605				
v/c Ratio	0.64	0.19			0.39			0.38				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.7	25.6			26.5			3.5				
Delay Factor k	0.22	0.11			0.11			0.11				
Incremental Delay d_2	10.1	0.3			1.0			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	37.7	26.0			27.5			3.6				
Lane Group LOS	D	C			C			A				
Approach Delay	33.4			27.5			3.6					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		83	27	96	138					69	1204	104
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		83	27	96	138						1377	
Lane Group Capacity		322	1495	227	322						3229	
v/c Ratio		0.26	0.02	0.42	0.43						0.43	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		21.0	0.0	21.7	21.7						4.2	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.4	0.0	1.3	0.9						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.4	0.0	23.0	22.6						4.3	
Lane Group LOS		C	A	C	C						A	
Approach Delay	16.2			22.8						4.3		
Approach LOS	B			C						A		
Intersection Delay	7.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		385	21	69	47					53	712	37
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 24.0	G =	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		385	21	69	47						802	
Lane Group Capacity		704	1495	285	704						2213	
v/c Ratio		0.55	0.01	0.24	0.07						0.36	
Green Ratio		0.40	1.00	0.40	0.40						0.47	
Uniform Delay d_1		13.8	0.0	12.0	11.1						10.3	
Delay Factor k		0.15	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.9	0.0	0.4	0.0						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		14.7	0.0	12.4	11.1						10.4	
Lane Group LOS		B	A	B	B						B	
Approach Delay	14.0			11.9						10.4		
Approach LOS	B			B						B		
Intersection Delay	11.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		143	45	127	164					85	1397	124
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		143	45	127	164						1606	
Lane Group Capacity		440	1495	293	440						2913	
v/c Ratio		0.32	0.03	0.43	0.37						0.55	
Green Ratio		0.25	1.00	0.25	0.25						0.62	
Uniform Delay d_1		18.4	0.0	18.9	18.6						6.7	
Delay Factor k		0.11	0.11	0.11	0.11						0.15	
Incremental Delay d_2		0.4	0.0	1.0	0.5						0.2	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		18.8	0.0	20.0	19.1						6.9	
Lane Group LOS		B	A	B	B						A	
Approach Delay	14.3			19.5						6.9		
Approach LOS	B			B						A		
Intersection Delay	9.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		148	117	107	764					101	665	91
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		265		107	764						766	91
Lane Group Capacity		685		263	1106						1632	1495
v/c Ratio		0.39		0.41	0.69						0.47	0.06
Green Ratio		0.41		0.16	0.63						0.26	1.00
Uniform Delay d_1		14.3		26.6	8.5						22.0	0.0
Delay Factor k		0.11		0.11	0.26						0.11	0.11
Incremental Delay d_2		0.4		1.0	1.9						0.2	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		14.7		27.6	10.4						22.2	0.0
Lane Group LOS		B		C	B						C	A
Approach Delay	14.7			12.5						19.8		
Approach LOS	B			B						B		
Intersection Delay	15.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T						LT	R
Volume (vph)		148	117	107	764					101	665	91
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	2.0
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	2.0
Arrival Type		3	3	3	3						3	3
Unit Extension		3.0	3.0	3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		148	117	107	764						766	91
Lane Group Capacity		729	619	263	1106						1632	1495
v/c Ratio		0.20	0.19	0.41	0.69						0.47	0.06
Green Ratio		0.41	0.41	0.16	0.63						0.26	1.00
Uniform Delay d_1		13.1	13.0	26.6	8.5						22.0	0.0
Delay Factor k		0.11	0.11	0.11	0.26						0.11	0.11
Incremental Delay d_2		0.1	0.1	1.0	1.9						0.2	0.0
PF Factor		1.000	1.000	1.000	1.000						1.000	0.950
Control Delay		13.2	13.2	27.6	10.4						22.2	0.0
Lane Group LOS		B	B	C	B						C	A
Approach Delay	13.2			12.5						19.8		
Approach LOS	B			B						B		
Intersection Delay	15.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		352	496	83	214					62	593	52
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 36.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		848		83	214						655	52
Lane Group Capacity		833		263	1282						999	1495
v/c Ratio		1.02		0.32	0.17						0.66	0.03
Green Ratio		0.51		0.16	0.73						0.16	1.00
Uniform Delay d_1		17.0		26.2	2.9						27.7	0.0
Delay Factor k		0.50		0.11	0.11						0.23	0.11
Incremental Delay d_2		81.2		0.7	0.1						1.6	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		98.2		26.9	3.0						29.3	0.0
Lane Group LOS		F		C	A						C	A
Approach Delay	98.2			9.7						27.1		
Approach LOS	F			A						C		
Intersection Delay	56.9			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T						LT	R
Volume (vph)		352	496	83	214					62	593	52
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	2.0
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	2.0
Arrival Type		3	3	3	3						3	3
Unit Extension		3.0	3.0	3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 35.0	G = 11.0	G =	G =	G = 12.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		352	496	83	214						655	52
Lane Group Capacity		880	748	263	1256						1090	1495
v/c Ratio		0.40	0.66	0.32	0.17						0.60	0.03
Green Ratio		0.50	0.50	0.16	0.71						0.17	1.00
Uniform Delay d_1		10.9	13.1	26.2	3.3						26.8	0.0
Delay Factor k		0.11	0.24	0.11	0.11						0.19	0.11
Incremental Delay d_2		0.3	2.2	0.7	0.1						0.9	0.0
PF Factor		1.000	1.000	1.000	1.000						1.000	0.950
Control Delay		11.2	15.3	26.9	3.3						27.7	0.0
Lane Group LOS		B	B	C	A						C	A
Approach Delay	13.6			9.9						25.7		
Approach LOS	B			A						C		
Intersection Delay	17.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		195	185	146	813					136	869	128
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 30.0	G = 11.0	G =	G =	G = 17.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		380		146	813						1005	128
Lane Group Capacity		705		263	1131						1541	1495
v/c Ratio		0.54		0.56	0.72						0.65	0.09
Green Ratio		0.43		0.16	0.64						0.24	1.00
Uniform Delay d_1		14.9		27.2	8.3						23.8	0.0
Delay Factor k		0.14		0.15	0.28						0.23	0.11
Incremental Delay d_2		0.8		2.6	2.3						1.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		15.7		29.8	10.6						24.8	0.0
Lane Group LOS		B		C	B						C	A
Approach Delay	15.7			13.5						22.0		
Approach LOS	B			B						C		
Intersection Delay	17.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		28	23	45	66					53	804	64
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		51		45	66						921	
Lane Group Capacity		189		140	201						3648	
v/c Ratio		0.27		0.32	0.33						0.25	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.3		28.5	28.5						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		1.3	1.0						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.1		29.8	29.5						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay		29.1			29.6						2.3	
Approach LOS		C			C						A	
Intersection Delay		6.4			Intersection LOS						A	

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		58	32	32	40					38	1061	47
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		90		32	40						1146	
Lane Group Capacity		191		103	201						3668	
v/c Ratio		0.47		0.31	0.20						0.31	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		29.0		28.5	28.1						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.8		1.7	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.9		30.2	28.6						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay	30.9			29.3						2.5		
Approach LOS	C			C						A		
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		60	39	47	77					88	1020	70
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		99		47	77						1178	
Lane Group Capacity		238		123	251						3515	
v/c Ratio		0.42		0.38	0.31						0.34	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d_1		27.3		27.2	26.9						3.1	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.2		2.0	0.7						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		28.5		29.2	27.6						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay	28.5			28.2						3.1		
Approach LOS	C			C						A		
Intersection Delay	7.1			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*49*	*84*	*27*	*103*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*49*	*84*	*27*	*103*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*209*		*36*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*209*	*0*	*36*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*245*				
C (m) (veh/h)		*1416*		*783*				
v/c		*0.02*		*0.31*				
95% queue length		*0.06*		*1.36*				
Control Delay (s/veh)		*7.6*		*11.7*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*90*	*382*	*16*	*62*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*90*	*382*	*16*	*62*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*61*		*21*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*61*	*0*	*21*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*82*				
C (m) (veh/h)		*1059*		*818*				
v/c		*0.02*		*0.10*				
95% queue length		*0.05*		*0.33*				
Control Delay (s/veh)		*8.5*		*9.9*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.9*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*71*	*155*	*23*	*97*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*71*	*155*	*23*	*97*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*234*		*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*234*	*0*	*37*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*23*		*271*				
C (m) (veh/h)		*1308*		*773*				
v/c		*0.02*		*0.35*				
95% queue length		*0.05*		*1.61*				
Control Delay (s/veh)		*7.8*		*12.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*107*	*657*	*12*	*110*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*107*	*657*	*12*	*110*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*507*		*54*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*507*	*0*	*54*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*12*		*561*				
C (m) (veh/h)		*823*		*739*				
v/c		*0.01*		*0.76*				
95% queue length		*0.04*		*8.62*				
Control Delay (s/veh)		*9.4*		*24.7*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*24.7*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	145	27	49	604	193
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	42	74	37	24	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	145	27	846		190		61	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.4		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.0		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.13	0.02	0.75		0.17		0.05	
hd, final value (s)	6.37	5.66	5.17		6.33		6.99	
x, final value	0.26	0.04	1.22		0.33		0.12	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.1	3.4	3.2		4.3		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	395	277	846		440		311	
Delay (s/veh)	11.27	8.61	424.01		12.51		10.92	
LOS	B	A	F		B		B	
Approach: Delay (s/veh)	10.85		424.01		12.51		10.92	
LOS	B		F		B		B	
Intersection Delay (s/veh)	286.54							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	567	80	51	161	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	20	61	220	51	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	567	80	258		109		271	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.50	0.07	0.23		0.10		0.24	
hd, final value (s)	6.58	5.87	6.74		7.32		7.15	
x, final value	1.04	0.13	0.48		0.22		0.54	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.3	3.6	4.7		5.3		5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	567	330	508		359		489	
Delay (s/veh)	157.63	9.45	16.01		12.40		18.40	
LOS	F	A	C		B		C	
Approach: Delay (s/veh)	139.31		16.01		12.40		18.40	
LOS	F		C		B		C	
Intersection Delay (s/veh)	78.29							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	221	38	77	649	211
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	89	52	94	69	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	221	38	937		235		99	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.4		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.0		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.20	0.03	0.83		0.21		0.09	
hd, final value (s)	6.87	6.16	5.77		6.75		7.52	
x, final value	0.42	0.07	1.50		0.44		0.21	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.6	3.9	3.8		4.7		5.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	471	288	937		485		349	
Delay (s/veh)	14.57	9.29	928.73		15.03		12.47	
LOS	B	A	F		C		B	
Approach: Delay (s/veh)	13.79		928.73		15.03		12.47	
LOS	B		F		C		B	
Intersection Delay (s/veh)	574.22							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	265	425	7	127	47
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	80	20	30	464	6
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	265	425	181		150		500	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.0		0.3		0.1	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.24	0.38	0.16		0.13		0.44	
hd, final value (s)	7.55	6.83	7.86		7.98		6.89	
x, final value	0.56	0.81	0.40		0.33		0.96	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	5.3	4.5	5.9		6.0		4.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	471	519	431		400		521	
Delay (s/veh)	19.61	36.07	15.97		14.95		86.38	
LOS	C	E	C		B		F	
Approach: Delay (s/veh)	29.74		15.97		14.95		86.38	
LOS	D		C		B		F	
Intersection Delay (s/veh)	45.27							
Intersection LOS	E							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	23	10	11	26	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	120	9	9	88	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	37		83		140		101	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.1	
Prop. Right-Turns	0.3		0.6		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.2		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.07		0.12		0.09	
hd, final value (s)	4.55		4.34		4.41		4.46	
x, final value	0.05		0.10		0.17		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.3		2.4		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287		333		390		351	
Delay (s/veh)	7.78		7.82		8.32		8.10	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.78		7.82		8.32		8.10	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.09							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	20	7	15	15	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	70	27	38	123	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	31		52		101		170	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.2	
Prop. Right-Turns	0.2		0.4		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.09		0.15	
hd, final value (s)	4.60		4.49		4.26		4.35	
x, final value	0.04		0.06		0.12		0.21	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.5		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	281		302		351		420	
Delay (s/veh)	7.79		7.80		7.84		8.48	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.79		7.80		7.84		8.48	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.14							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	30	6	18	24	69
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	142	28	27	76	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	41		111		174		114	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.6		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.10		0.15		0.10	
hd, final value (s)	4.79		4.43		4.44		4.59	
x, final value	0.05		0.14		0.21		0.15	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.4		2.4		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291		361		424		364	
Delay (s/veh)	8.06		8.13		8.66		8.37	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.06		8.13		8.66		8.37	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.39							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	10	26	44	6	30
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	104	18	41	810	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	43		80		132		868	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.1		0.0	
Prop. Right-Turns	0.6		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.77	
hd, final value (s)	6.10		6.22		5.30		4.62	
x, final value	0.07		0.14		0.19		1.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.1		4.2		3.3		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293		330		382		868	
Delay (s/veh)	9.58		10.22		9.58		249.63	
LOS	A		B		A		F	
Approach: Delay (s/veh)	9.58		10.22		9.58		249.63	
LOS	A		B		A		F	
Intersection Delay (s/veh)	195.16							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*113*	*24*	*15*	*326*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*113*	*24*	*15*	*326*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*34*		*28*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*34*	*0*	*28*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*15*		*62*				
C (m) (veh/h)		*1411*		*661*				
v/c		*0.01*		*0.09*				
95% queue length		*0.03*		*0.31*				
Control Delay (s/veh)		*7.6*		*11.0*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*291*	*38*	*22*	*101*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*291*	*38*	*22*	*101*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*18*		*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*18*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*22*		*33*				
C (m) (veh/h)		*1198*		*625*				
v/c		*0.02*		*0.05*				
95% queue length		*0.06*		*0.17*				
Control Delay (s/veh)		*8.1*		*11.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*2*	*25*	*13*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*2*	*25*	*13*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*44*	*0*	*6*	*23*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*44*	*0*	*6*	*23*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*2*	*48*		*0*		*34*	
C (m) (veh/h)	*1534*	*1550*	*810*		*1033*		*843*	
v/c	*0.00*	*0.00*	*0.06*		*0.00*		*0.04*	
95% queue length	*0.00*	*0.00*	*0.19*		*0.00*		*0.13*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.7*		*8.5*		*9.4*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.7*			*9.4*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*1*	*20*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*1*	*20*	*9*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*20*	*0*	*12*	*43*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*20*	*0*	*12*	*43*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*1*	*20*		*0*		*61*	
C (m) (veh/h)	*1546*	*1553*	*815*		*1041*		*848*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.07*	
95% queue length	*0.01*	*0.00*	*0.08*		*0.00*		*0.23*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.6*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.6*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*343*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*343*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*119*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*119*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*119*		*4*
C (m) (veh/h)	*1163*					*955*		*1041*
v/c	*0.00*					*0.12*		*0.00*
95% queue length	*0.01*					*0.43*		*0.01*
Control Delay (s/veh)	*8.1*					*9.3*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.3*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*111*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*111*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*315*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*315*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*315*		*4*
C (m) (veh/h)	*1430*					*967*		*1054*
v/c	*0.00*					*0.33*		*0.00*
95% queue length	*0.01*					*1.44*		*0.01*
Control Delay (s/veh)	*7.5*					*10.5*		*8.4*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*10.5*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				26	1067	233
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	26	1067	233
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	0	0	1	2	0
Configuration				L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		42	7	21	58	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	42	7	21	58	0
Percent Heavy Vehicles	0	8	8	8	8	8
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	LT					TR
v (veh/h)		26	79					49
C (m) (veh/h)		1585	168					185
v/c		0.02	0.47					0.26
95% queue length		0.05	2.52					1.06
Control Delay (s/veh)		7.3	45.1					31.4
LOS		A	E					D
Approach Delay (s/veh)	--	--	45.1			31.4		
Approach LOS	--	--	E			D		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*32*	*714*	*55*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*32*	*714*	*55*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*247*	*40*	*26*	*14*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*247*	*40*	*26*	*14*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*32*	*40*					*287*
C (m) (veh/h)		*1585*	*162*					*327*
v/c		*0.02*	*0.25*					*0.88*
95% queue length		*0.06*	*0.97*					*13.03*
Control Delay (s/veh)		*7.3*	*34.5*					*77.7*
LOS		*A*	*D*					*F*
Approach Delay (s/veh)	--	--	*34.5*			*77.7*		
Approach LOS	--	--	*D*			*F*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*38*	*1278*	*254*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*38*	*1278*	*254*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*78*	*13*	*16*	*64*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*78*	*13*	*16*	*64*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*38*	*80*					*91*
C (m) (veh/h)		*1585*	*106*					*132*
v/c		*0.02*	*0.75*					*0.69*
95% queue length		*0.07*	*6.24*					*5.29*
Control Delay (s/veh)		*7.3*	*126.2*					*87.4*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*126.2*			*87.4*		
Approach LOS	--	--	*F*			*F*		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	0	19	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	185	43	0	0	115	123
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	64				228		115	123
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.8		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.3		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.06				0.20		0.10	0.11
hd, final value (s)	5.04				4.71		4.99	4.29
x, final value	0.09				0.30		0.16	0.15
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.0				2.7		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314				478		365	373
Delay (s/veh)	8.53				9.72		8.64	7.72
LOS	A				A		A	A
Approach: Delay (s/veh)	8.53				9.72		8.17	
LOS	A				A		A	
Intersection Delay (s/veh)	8.88							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	343	0	38	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	366	0	0	293	66
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	381				373		293	66
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.34				0.33		0.26	0.06
hd, final value (s)	6.24				6.11		6.59	5.88
x, final value	0.66				0.63		0.54	0.11
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	4.2				4.1		4.3	3.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	555				570		525	316
Delay (s/veh)	21.12				19.51		16.85	9.29
LOS	C				C		C	A
Approach: Delay (s/veh)	21.12				19.51		15.46	
LOS	C				C		C	
Intersection Delay (s/veh)	18.76							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	36	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	203	70	0	0	125	135
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	120				273		125	135
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.7		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.3		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.11				0.24		0.11	0.12
hd, final value (s)	5.22				4.91		5.23	4.52
x, final value	0.17				0.37		0.18	0.17
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.2				2.9		2.9	2.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	370				523		375	385
Delay (s/veh)	9.32				10.83		9.08	8.14
LOS	A				B		A	A
Approach: Delay (s/veh)	9.32				10.83		8.60	
LOS	A				B		A	
Intersection Delay (s/veh)	9.66							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	343	0	38	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	366	0	0	293	66
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	381				373		293	66
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.34				0.33		0.26	0.06
hd, final value (s)	6.24				6.11		6.59	5.88
x, final value	0.66				0.63		0.54	0.11
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	4.2				4.1		4.3	3.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	555				570		525	316
Delay (s/veh)	21.12				19.51		16.85	9.29
LOS	C				C		C	A
Approach: Delay (s/veh)	21.12				19.51		15.46	
LOS	C				C		C	
Intersection Delay (s/veh)	18.76							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*107*	*50*	*69*	*65*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*107*	*50*	*69*	*65*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*44*		*121*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*44*	*0*	*121*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*69*		*165*				
C (m) (veh/h)		*1387*		*803*				
v/c		*0.05*		*0.21*				
95% queue length		*0.16*		*0.77*				
Control Delay (s/veh)		*7.7*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*104*	*81*	*82*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*104*	*81*	*82*	*0*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*48*		*85*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*48*	*0*	*85*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*82*		*133*				
C (m) (veh/h)		*1354*		*774*				
v/c		*0.06*		*0.17*				
95% queue length		*0.19*		*0.62*				
Control Delay (s/veh)		*7.8*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*133*	*64*	*84*	*77*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*133*	*64*	*84*	*77*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*53*		*140*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*53*	*0*	*140*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*84*		*193*				
C (m) (veh/h)		*1341*		*746*				
v/c		*0.06*		*0.26*				
95% queue length		*0.20*		*1.04*				
Control Delay (s/veh)		*7.9*		*11.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*226*	*21*	*53*	*277*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*226*	*21*	*53*	*277*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*98*		*147*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*98*	*0*	*147*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*53*		*245*				
C (m) (veh/h)		*1285*		*587*				
v/c		*0.04*		*0.42*				
95% queue length		*0.13*		*2.12*				
Control Delay (s/veh)		*7.9*		*15.5*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*15.5*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	19	0	19	8	50	28
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	125	111	0	0	34	75
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	38		86		236		109	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.1		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.7	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.08		0.21		0.10	
hd, final value (s)	4.76		4.71		4.57		4.20	
x, final value	0.05		0.11		0.30		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.7		2.6		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288		336		486		359	
Delay (s/veh)	8.01		8.31		9.52		7.82	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.01		8.31		9.52		7.82	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.78							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	111	0	111	48	12	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	36	0	0	112	18
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	222		98		66		130	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.5		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.20		0.09		0.06		0.12	
hd, final value (s)	4.46		4.67		5.06		4.81	
x, final value	0.28		0.13		0.09		0.17	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.7		3.1		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	472		348		316		380	
Delay (s/veh)	9.15		8.35		8.58		8.81	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.15		8.35		8.58		8.81	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.84							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	35	0	35	15	55	35
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	137	127	0	0	49	82
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	70		105		264		131	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.1		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.6	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.09		0.23		0.12	
hd, final value (s)	4.94		4.92		4.75		4.44	
x, final value	0.10		0.14		0.35		0.16	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		2.9		2.7		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	320		355		514		381	
Delay (s/veh)	8.47		8.74		10.28		8.30	
LOS	A		A		B		A	
Approach: Delay (s/veh)	8.47		8.74		10.28		8.30	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.32							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	111	0	111	48	0	32
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	24	104	0	0	340	36
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	222		80		128		376	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.2		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.20		0.07		0.11		0.33	
hd, final value (s)	5.32		5.65		5.49		5.04	
x, final value	0.33		0.13		0.20		0.53	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.3		3.7		3.5		3.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	472		330		378		626	
Delay (s/veh)	10.91		9.47		9.82		13.60	
LOS	B		A		A		B	
Approach: Delay (s/veh)	10.91		9.47		9.82		13.60	
LOS	B		A		A		B	
Intersection Delay (s/veh)	11.85							
Intersection LOS	B							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	140	93			94	47	72	990	116			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	140	93			94	47		1178				
Lane Group Capacity	245	352			352	1495		4184				
v/c Ratio	0.57	0.26			0.27	0.03		0.28				
Green Ratio	0.20	0.20			0.20	1.00		0.67				
Uniform Delay d_1	21.7	20.3			20.3	0.0		4.1				
Delay Factor k	0.17	0.11			0.11	0.11		0.11				
Incremental Delay d_2	3.2	0.4			0.4	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	24.9	20.7			20.7	0.0		4.1				
Lane Group LOS	C	C			C	A		A				
Approach Delay	23.2			13.8			4.1					
Approach LOS	C			B			A					
Intersection Delay	7.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	197	113			119	58	102	1166	146			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	197	113			119	58		1414				
Lane Group Capacity	299	440			440	1495		3865				
v/c Ratio	0.66	0.26			0.27	0.04		0.37				
Green Ratio	0.25	0.25			0.25	1.00		0.62				
Uniform Delay d_1	20.2	18.0			18.1	0.0		5.7				
Delay Factor k	0.23	0.11			0.11	0.11		0.11				
Incremental Delay d_2	5.4	0.3			0.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	25.6	18.3			18.4	0.0		5.8				
Lane Group LOS	C	B			B	A		A				
Approach Delay	23.0			12.4			5.8					
Approach LOS	C			B			A					
Intersection Delay	9.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	233	132			159	61	135	1288	118			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 17.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	233	132			159	61		1541				
Lane Group Capacity	324	498			498	1495		3669				
v/c Ratio	0.72	0.27			0.32	0.04		0.42				
Green Ratio	0.28	0.28			0.28	1.00		0.58				
Uniform Delay d_1	19.4	16.7			16.9	0.0		6.9				
Delay Factor k	0.28	0.11			0.11	0.11		0.11				
Incremental Delay d_2	7.9	0.3			0.4	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	27.2	16.9			17.3	0.0		7.0				
Lane Group LOS	C	B			B	A		A				
Approach Delay	23.5			12.5			7.0					
Approach LOS	C			B			A					
Intersection Delay	10.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	118	10			20	53	25	1145	38			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	118	10			73			1208				
Lane Group Capacity	211	327			295			4447				
v/c Ratio	0.56	0.03			0.25			0.27				
Green Ratio	0.19	0.19			0.19			0.70				
Uniform Delay d_1	25.9	23.3			24.3			3.9				
Delay Factor k	0.16	0.11			0.11			0.11				
Incremental Delay d_2	3.4	0.0			0.4			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.3	23.4			24.8			3.9				
Lane Group LOS	C	C			C			A				
Approach Delay	28.8			24.8			3.9					
Approach LOS	C			C			A					
Intersection Delay	7.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	168	15			20	50	23	1031	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 16.0	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	168	15			70			1088				
Lane Group Capacity	273	402			363			4175				
v/c Ratio	0.62	0.04			0.19			0.26				
Green Ratio	0.23	0.23			0.23			0.66				
Uniform Delay d_1	24.2	21.0			21.8			5.0				
Delay Factor k	0.20	0.11			0.11			0.11				
Incremental Delay d_2	4.2	0.0			0.3			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.4	21.0			22.0			5.0				
Lane Group LOS	C	C			C			A				
Approach Delay	27.8			22.0			5.0					
Approach LOS	C			C			A					
Intersection Delay	9.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	197	26			38	66	51	1276	51			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 18.0	G =	G =	G =	G = 44.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	197	26			104			1378				
Lane Group Capacity	274	452			414			3986				
v/c Ratio	0.72	0.06			0.25			0.35				
Green Ratio	0.26	0.26			0.26			0.63				
Uniform Delay d_1	23.7	19.6			20.6			6.2				
Delay Factor k	0.28	0.11			0.11			0.11				
Incremental Delay d_2	9.3	0.1			0.3			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.0	19.7			21.0			6.2				
Lane Group LOS	C	B			C			A				
Approach Delay	31.4			21.0			6.2					
Approach LOS	C			C			A					
Intersection Delay	10.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	95	221			215	158	309	982	110			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 13.0	G = 12.0	G =	G =	G = 33.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	95	221			215	158		1401				
Lane Group Capacity	310	327			302	1853		2945				
v/c Ratio	0.31	0.68			0.71	0.09		0.48				
Green Ratio	0.19	0.19			0.17	0.70		0.47				
Uniform Delay d_1	24.6	26.5			27.4	3.3		12.6				
Delay Factor k	0.11	0.25			0.28	0.11		0.11				
Incremental Delay d_2	0.6	5.6			8.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	25.2	32.2			35.4	3.4		12.7				
Lane Group LOS	C	C			D	A		B				
Approach Delay	30.1			21.8			12.7					
Approach LOS	C			C			B					
Intersection Delay	17.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	94	241			221	127	286	857	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 13.0	G = 13.0	G =	G =	G = 32.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	94	241			221	127		1213				
Lane Group Capacity	310	327			327	1853		2862				
v/c Ratio	0.30	0.74			0.68	0.07		0.42				
Green Ratio	0.19	0.19			0.19	0.70		0.46				
Uniform Delay d_1	24.6	26.9			26.5	3.3		12.8				
Delay Factor k	0.11	0.29			0.25	0.11		0.11				
Incremental Delay d_2	0.6	8.9			5.6	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	25.1	35.8			32.2	3.3		12.9				
Lane Group LOS	C	D			C	A		B				
Approach Delay	32.8			21.6			12.9					
Approach LOS	C			C			B					
Intersection Delay	18.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	135	341			298	190	438	1122	129			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 17.0	G = 15.0	G =	G =	G = 26.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	135	341			298	190		1689				
Lane Group Capacity	406	427			377	1702		2316				
v/c Ratio	0.33	0.80			0.79	0.11		0.73				
Green Ratio	0.24	0.24			0.21	0.64		0.37				
Uniform Delay d_1	21.8	24.9			26.0	4.8		19.0				
Delay Factor k	0.11	0.34			0.34	0.11		0.29				
Incremental Delay d_2	0.5	11.1			11.8	0.0		1.2				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	22.3	36.0			37.8	4.8		20.2				
Lane Group LOS	C	D			D	A		C				
Approach Delay	32.1			24.9			20.2					
Approach LOS	C			C			C					
Intersection Delay	23.2			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	75	46			44	29	57	1303	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	75	46			73			1430				
Lane Group Capacity	171	276			262			4612				
v/c Ratio	0.44	0.17			0.28			0.31				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.7	25.5			26.0			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.8	0.3			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.5	25.8			26.6			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	27.5			26.6			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	59	51			36	30	48	1140	64			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	59	51			66			1252				
Lane Group Capacity	180	276			259			4611				
v/c Ratio	0.33	0.18			0.25			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.2	25.6			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.1	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.3	25.9			26.4			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.4			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	116	62			49	51	89	1513	93			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	116	62			100			1695				
Lane Group Capacity	181	327			304			4424				
v/c Ratio	0.64	0.19			0.33			0.38				
Green Ratio	0.19	0.19			0.19			0.70				
Uniform Delay d_1	26.3	24.1			24.7			4.3				
Delay Factor k	0.22	0.11			0.11			0.11				
Incremental Delay d_2	7.7	0.3			0.6			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	34.1	24.3			25.4			4.4				
Lane Group LOS	C	C			C			A				
Approach Delay	30.7			25.4			4.4					
Approach LOS	C			C			A					
Intersection Delay	7.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		172	30	107	93					69	1063	67
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		172	30	107	93						1199	
Lane Group Capacity		352	1495	208	352						3159	
v/c Ratio		0.49	0.02	0.51	0.26						0.38	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d_1		21.3	0.0	21.4	20.3						4.5	
Delay Factor k		0.11	0.11	0.12	0.11						0.11	
Incremental Delay d_2		1.1	0.0	2.2	0.4						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.4	0.0	23.6	20.7						4.5	
Lane Group LOS		C	A	C	C						A	
Approach Delay	19.0			22.3						4.5		
Approach LOS	B			C						A		
Intersection Delay	8.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		236	24	80	83					53	895	61
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 38.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		236	24	80	83						1009	
Lane Group Capacity		410	1495	198	410						2999	
v/c Ratio		0.58	0.02	0.40	0.20						0.34	
Green Ratio		0.23	1.00	0.23	0.23						0.63	
Uniform Delay d_1		20.4	0.0	19.5	18.5						5.1	
Delay Factor k		0.17	0.11	0.11	0.11						0.11	
Incremental Delay d_2		2.0	0.0	1.4	0.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.4	0.0	20.8	18.8						5.2	
Lane Group LOS		C	A	C	B						A	
Approach Delay	20.3			19.8						5.2		
Approach LOS	C			B						A		
Intersection Delay	9.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		274	54	157	136					85	1396	96
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 17.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		274	54	157	136						1577	
Lane Group Capacity		498	1495	230	498						2763	
v/c Ratio		0.55	0.04	0.68	0.27						0.57	
Green Ratio		0.28	1.00	0.28	0.28						0.58	
Uniform Delay d_1		18.3	0.0	19.1	16.7						7.8	
Delay Factor k		0.15	0.11	0.25	0.11						0.17	
Incremental Delay d_2		1.3	0.0	8.4	0.3						0.3	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		19.6	0.0	27.5	17.0						8.1	
Lane Group LOS		B	A	C	B						A	
Approach Delay	16.4			22.6						8.1		
Approach LOS	B			C						A		
Intersection Delay	11.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		213	234	107	449					123	723	75
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 27.0	G = 11.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		447		107	449						846	75
Lane Group Capacity		631		263	1055						1813	1495
v/c Ratio		0.71		0.41	0.43						0.47	0.05
Green Ratio		0.39		0.16	0.60						0.29	1.00
Uniform Delay d_1		18.2		26.6	7.5						20.6	0.0
Delay Factor k		0.27		0.11	0.11						0.11	0.11
Incremental Delay d_2		3.8		1.0	0.3						0.2	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		21.9		27.6	7.8						20.8	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay	21.9			11.6						19.1		
Approach LOS	C			B						B		
Intersection Delay	17.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		242	301	83	422					92	659	72
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 32.0	G = 11.0	G =	G =	G = 15.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		543		83	422						751	72
Lane Group Capacity		744		263	1181						1361	1495
v/c Ratio		0.73		0.32	0.36						0.55	0.05
Green Ratio		0.46		0.16	0.67						0.21	1.00
Uniform Delay d_1		15.5		26.2	5.0						24.5	0.0
Delay Factor k		0.29		0.11	0.11						0.15	0.11
Incremental Delay d_2		3.8		0.7	0.2						0.5	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		19.2		26.9	5.2						25.0	0.0
Lane Group LOS		B		C	A						C	A
Approach Delay	19.2			8.7						22.8		
Approach LOS	B			A						C		
Intersection Delay	18.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		291	355	146	579					196	1025	125
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 31.0	G = 11.0	G =	G =	G = 16.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		646		146	579						1221	125
Lane Group Capacity		721		263	1156						1449	1495
v/c Ratio		0.90		0.56	0.50						0.84	0.08
Green Ratio		0.44		0.16	0.66						0.23	1.00
Uniform Delay d_1		18.0		27.2	6.1						25.8	0.0
Delay Factor k		0.42		0.15	0.11						0.38	0.11
Incremental Delay d_2		16.6		2.6	0.3						4.9	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		34.6		29.8	6.5						30.7	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay	34.6			11.2						27.9		
Approach LOS	C			B						C		
Intersection Delay	25.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		41	28	45	49					57	974	65
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		69		45	49						1096	
Lane Group Capacity		190		117	201						3654	
v/c Ratio		0.36		0.38	0.24						0.30	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.6		28.7	28.2						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.2		2.1	0.6						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.8		30.8	28.9						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay	29.8			29.8						2.4		
Approach LOS	C			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		58	24	32	51					36	931	49
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		82		32	51						1016	
Lane Group Capacity		193		103	201						3664	
v/c Ratio		0.42		0.31	0.25						0.28	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.9		28.5	28.3						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.5		1.7	0.7						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.4		30.2	28.9						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay	30.4			29.4						2.4		
Approach LOS	C			C						A		
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Existing+BUildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		88	46	47	65					96	1335	74
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		134		47	65						1505	
Lane Group Capacity		216		103	226						3590	
v/c Ratio		0.62		0.46	0.29						0.42	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.9		28.2	27.6						3.0	
Delay Factor k		0.20		0.11	0.11						0.11	
Incremental Delay d_2		5.5		3.2	0.7						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		34.4		31.5	28.3						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay	34.4			29.6						3.1		
Approach LOS	C			C						A		
Intersection Delay	7.2			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*57*	*173*	*30*	*89*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*57*	*173*	*30*	*89*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*124*		*39*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*124*	*0*	*39*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*30*		*163*				
C (m) (veh/h)		*1303*		*798*				
v/c		*0.02*		*0.20*				
95% queue length		*0.07*		*0.77*				
Control Delay (s/veh)		*7.8*		*10.7*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*77*	*233*	*19*	*71*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*77*	*233*	*19*	*71*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*117*		*25*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*117*	*0*	*25*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*19*		*142*				
C (m) (veh/h)		*1217*		*806*				
v/c		*0.02*		*0.18*				
95% queue length		*0.05*		*0.64*				
Control Delay (s/veh)		*8.0*		*10.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*82*	*286*	*32*	*87*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*82*	*286*	*32*	*87*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*170*		*45*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*170*	*0*	*45*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*32*		*215*				
C (m) (veh/h)		*1158*		*761*				
v/c		*0.03*		*0.28*				
95% queue length		*0.09*		*1.18*				
Control Delay (s/veh)		*8.2*		*11.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*94*	*413*	*15*	*120*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*94*	*413*	*15*	*120*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*700*		*58*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*700*	*0*	*58*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*15*		*758*				
C (m) (veh/h)		*1028*		*733*				
v/c		*0.01*		*1.03*				
95% queue length		*0.04*		*40.54*				
Control Delay (s/veh)		*8.6*		*141.0*				
LOS		*A*		*F*				
Approach Delay (s/veh)	--	--	*141.0*					
Approach LOS	--	--	*F*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	273	40	52	360	105
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	33	74	91	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	273	40	517		157		121	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.24	0.04	0.46		0.14		0.11	
hd, final value (s)	6.34	5.63	5.56		6.47		6.94	
x, final value	0.48	0.06	0.80		0.28		0.23	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.0	3.3	3.6		4.5		4.9	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	523	290	636		407		371	
Delay (s/veh)	14.88	8.70	29.50		12.01		12.04	
LOS	B	A	D		B		B	
Approach: Delay (s/veh)	14.09		29.50		12.01		12.04	
LOS	B		D		B		B	
Intersection Delay (s/veh)	20.76							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	352	59	55	325	104
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	44	27	61	131	42	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	352	59	484		132		173	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.31	0.05	0.43		0.12		0.15	
hd, final value (s)	6.54	5.83	5.93		6.97		7.16	
x, final value	0.64	0.10	0.80		0.26		0.34	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.2	3.5	3.9		5.0		5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	531	309	595		382		423	
Delay (s/veh)	20.66	9.14	30.88		12.36		13.91	
LOS	C	A	D		B		B	
Approach: Delay (s/veh)	19.01		30.88		12.36		13.91	
LOS	C		D		B		B	
Intersection Delay (s/veh)	22.33							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	409	57	85	471	145
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	71	45	94	147	38	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	409	57	701		210		185	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.36	0.05	0.62		0.19		0.16	
hd, final value (s)	7.49	6.77	6.87		7.92		8.38	
x, final value	0.85	0.11	1.34		0.46		0.43	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	5.2	4.5	4.9		5.9		6.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	476	307	701		428		404	
Delay (s/veh)	47.59	10.28	644.07		17.68		17.67	
LOS	E	B	F		C		C	
Approach: Delay (s/veh)	43.02		644.07		17.68		17.67	
LOS	E		F		C		C	
Intersection Delay (s/veh)	306.35							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way*

North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	161	293	11	285	107
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	66	87	20	18	356	13
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	161	293	403		173		387	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Arenas Road*

North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	20	7	15	20	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	83	32	25	109	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	31		66		119		143	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.2		0.5		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		-0.0		0.1	

Departure Headway and Service Time

$// :$< 6723 &21752/ 1/<6,6

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Road @ Arenas Road
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3HULR	Saturday Midday Peak Hour		

3URMHFW DFWS,'

(DVW :HVW Arenas Road	6WUHHW	1RUWK 6RXWK Belardo Road	6WUHHW

9ROXPH $GMXVWPHQWV DQG 6LWH &KDUDFWHULVWLFV

$SSURDFK	(DVWERXQG			:HVWERXQG		
0RYHPHQW	/	7	5	/	7	5

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Cahuilla Rd @ Tahquitz Cyn Way
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3I	Midday Peak Hour		

3URMHFW 'HVFULSWLRQ	DT PS		
(DVW :HVW 6WUHHW	Tahquitz Canyon Way	1RUWK 6RXWK 6WUHHW	Cahuilla Road
,QWHUVHFWLRQ 2ULHQWDWLRQ	East-West	6WXG\ 3HULRG KUV	0.25

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV

0DMRU 6WUHHW	(DVWERXQG			:HVWERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K		173	29	21	204	
3HDN +RXU)DF\	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5D YHK K	0	173	29	21	204	0
3HUFHQW +HDY\	8	--	--	8	--	--
0HGLDQ 7\SH	Undivided					
57 &KDQQHOL]H			0			0
/DQHV	0	1	1	0	1	0
&RQILJXUDWLRQ		T	R	LT		
8SVWUHDP 6LJQ		0			0	

7:2 :$< 6723 &21752/ 6800$5<	
*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ
$QDO\VW Greg	,QWHUVHFWLRQ Cahuilla Road @ Arenas Road
$JHQF\ &R Endo Engineering	-XULVGLFWLRQ Palm Springs
'DWH 3HUIRUPHG 9/22/2015	$QDO\VLV <HDU Existing+Buildout No Park
$QDO\VLV 7LPH 3I Midday Peak Hour	
3URMHFW 'HVFUL DTPLSWLRQ	
(DVW :HVW Arenas Road 6WUHHW Cahuilla Road	1RUWK 6RXWK Cahuilla Road 6WUHHW
,QWHUVHFWLRQ East-West 2-WHQWDWLRQ	6WXG\ 3HULRG KàÀ pIx 1E8Q V2 —\$—

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*211*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*211*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*34*	*1039*	*126*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*34*	*1039*	*126*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*102*	*17*	*31*	*32*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*102*	*17*	*31*	*32*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Leveu of **M**

6 + 2 5 7 5 (3 2 5 7	
* H Q H U D O , Q I R U P D W L R Q	6 L W H , Q I R U P D W L R Q
$ Q D O \ V W Greg $ J H Q F \ R \ Endo Engineering ' D W H 3 H U 9/22/15 7 L P H 3 H U Midday Peak Hour	, Q W H U V H Palm Cyn Dr @ Andreas Road $ U H D 7 \ S All other areas - X U L V G L F Palm Springs $ Q D O \ V L \ Existing+Buildout No Park

9 R O X P H D Q G 7 L P L Q J , Q S X W												
	(%			: %			1 %			6 %		
	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7

SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout No Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		147	24	40	31					40	834	126
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW		,QWHUVHFWLRQ	Palm Canyon Drive @ Andreas Rd
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3I	Saturday Midday Peak Hour		

3URMHFW 'HVFULSWLRQ DT PL	
(DVW :HVW 6WUHHW Andreas Road	1RUWK 6RXWK 6WUHHW Palm Canyon Drive
,QWHUVHFWLRQ 2ULHQWDWLRQ North-South	6WXG\ 3HULRG KUV 0.25

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV

0DMRU 6WUHHW	

$// :$< 6723 &21752/ 1/<6,6

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Road @ Museum Way
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3HULR	PM Peak Hour		

3URMHFW DFWS,'

(DVW :HVW 6WUHHW Museum Way	1RUWK 6RXWK 6WUHHW Belardo Road

9ROXPH $GMXVWPHQWV DQG 6LWH &KDUDFWHULVWLFV

$SSURDFK	(DVWERXQG			:HVWERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	159	0	68	0	0	0
7KUXV /HIW /DQH						

$SSURDFK	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	100	92	0	0	78	67
7KUXV /HIW /DQH						

	(DVWERXQG		:HVWERXQG		1RUWKERXQ(		6RXWKERXQ(	
	/	/	/	/	/	/	/	/
&RQILJXUDWLRQ	LR				LT		T	R
3+)	1.00				1.00		1.00	1.00
)ORZ 5DWH YHK K	227				192		78	
+HDY\ 9HKLFOHV	8				8		8	8
[redacted]	1		0		1		2	
*HRPHWU\ *URXS	1				3a			

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Museum Way* | North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	204	0	23	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	247	0	0	413	150
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	227				264		413	150
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.1		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.20				0.23		0.37	0.13
hd, final value (s)	6.13				5.64			

7:2 :$< 6723 &21752/ 6800$5<	
*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ

$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Road @ Andreas Road
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3H	Midday Peak Hour		

3URMHFW 'HVFUL	DFUSWLRQ		
(DVW :HVW 6WUHHW	Andreas Road	1RUWK 6RXWK 6WUHHW	Belardo Road
,QWHUVHFWLRQ 2HQ	North-South	6WXG\ 3HULRG	1.00 KUV

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV						
0DMRU 6WUHHW	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K		91	50	59	59	
3HDN +RXU)DFV	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5D YHK K	0	91	50	59	59	0
3HUFHQW +HDY\	0	--	--	8	--	--
0HG°À Q 7_ @7\Q						

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW		,QWHUVHFWLRQ	Belardo Road @ Andreas Road
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3H	Saturday Midday Peak Hour		

3URMHFW 'HVFULSWLRQ			
(DVW :HVW &UHHW	Andreas Road	1RUWK &RXQWUH	Belardo Road
,QWHUVHFWLRQ &DW &UH	North-South	&RXQ &RXQ	KUV

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV

0DMRU 6WUHHW	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9RORXPH YHK K		133	77	87	81	
3HDN +RXU)DFW	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5DW YHK K	0	133	77	87	81	0
3HUFHQW +HDY\	0	--	--	8	--	--
0HGLDQ 7\SH	Undivided					
57 &KDQQHOL]H			0			0
/DQHV	0	1	0	0	1	0
&RQILJXUDWLRQ			TR	LT		
8SVWUHDP 6LJQ		0			0	

0LQRU 6WUHHW	(DVWERXQG			:HVWERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9RORXPH YHK K				54		123
3HDN +RXU)DFW	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5DW YHK K	0	0	0	54	0	123
3HUFHQW +HDY\	8	0	0	8	0	8
3HUFHQW *UDGH	0			0		
)ODUHG $SSURD		N			N	
6WRUDJH		0			0	
57 &KDQQHOL]H			0			0
/DQHV	0	0	0	0	0	0
&RQILJXUDWLRQ					LR	

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout No Park*

Project ID *DT PS*

East/West Street: *Main Street*

North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	66	0	66	28	27	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	67	63	0	0	78	40
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	132		86		130		118	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.3	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, compputed	-0.1							

$// :$< 6723 &21752/ 1/<6,6

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Road @ Main Street
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout No Park
$QDO\VLV 7LPH 3HULR	Saturday Midday Peak Hour		

3URMHFW DFWS,'

(DVW :HVW 6WUHHW Main Street	1RUWK 6RXWK 6WUHHW Belardo Road

9ROXPH $GMXVWPHQWV DQG 6LWH &KDUDFWHULVWLFV

$SSURDFK	(DVWERXQG			:HVWERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	74	0	74	33	38	39
7KUXV /HIW /DQH						

$SSURDFK	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	94	97	0	0	79	56
7KUXV /HIW /DQH						

	(DVWERXQG	:HVWERXQG	1RUWKERXQ(	6RXWKERXQ(

6+257 5(3257

*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ
$QDO\VW Greg $JHQF\ R\ Endo Engineering 'DWH 3HU 9/22/2015 7LPH 3HU Saturday Midday Peak Hour	,QWHUVH Indian Canyon Dr @ Amado Rd $UHD 7\S All other areas -XULVGLF Palm Springs $QDO\VL\ Existing+Buildout W/ Park

9ROXPH DQG 7LPLQJ ,QSXW

	(%			:%			1%			6%		
	/7	7+	57	/7	7+	57	/7	7+	57	/7	7+	57
1XPEHU RI /DQHV	1	1			1	1	0	4	0			
/DQH *URXS	L	T			T	R		LTR				
9ROXPH YSK	237	134			237	61	135	1292	119			
+HDY\ 9HKLFOHV	8	8			8	8	8	8	8			
3+)	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
3UHWLPHG $FWXDO	A	A			A	A	A	A	A			
6WDUWXS /RVW 7L	2.0	2.0			2.0	2.0		2.0				
([WHQVLRQ RI (II	2.0	2.0			2.0	2.0		2.0				
$UULYDO 7\SH	3	3			3	3		3				
8QLW ([WHQVLRQ	3.0	3.0			3.0	3.0		3.0				
3HG %LNH 5725 9F	0	0		0	0	0	0	0	0			
/DQH :LGWK	12.0	12.0			12.0	12.0		12.0				
3DUNLQJ *UDGH 3	N	0	N	N	0	N	N	0	N			
3DUNLQJ +RXU												
%XV 6WRSV +RXU	0	0			0	0		0				
0LQLPXP 3HGHVW		3.2			3.2			3.2				

3KDVLQ	(: 3HUP				1% 2Q				
7LPLQJ	* 21.0	*	*	*	* 31.0	*	*	*	
	< 4	<	<	<	< 4	<	<	<	
'XUDWLRQ RI $QDO\VLV	1.00					&\FOH /HQJWK	60.0	&	

/DQH *URXS &DSDFLW&RQWURO 'HOD&DQG /26 'HWHUPLQ

	(%			:%			1%			6%		
$GMXVWHG)ORZ 5	237	134			237	61		1546				
/DQH *URXS &DSD	342	616			616	1495		3249				
Y F 5DWLR												

6 + 2 5 7 5 (3 2 5 7

* H Q H U D O , Q I R U P D W L R Q	6 L W H , Q I R U P D W L R Q
$ Q D O \ V W Greg $ J H Q F \ R \ Endo Engineering ' D W H 3 H U 9/22/15 7 L P H 3 H U PM Peak Hour	, Q W H U V H Indian Canyon Dr @ Andreas Rd $ U H D 7 \ S All other areas - X U L V G L F Palm Springs $ Q D O \ V L \ Existing+Buildout W/ Park

9 R O X P H D Q G 7 L P L Q J , Q S X W

	(%			: %			1 %			6 %		
	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7
1 X P E H U R I / D Q H V	1	1			1	0	0	4	0			
/ D Q H * U R X S	L	T			TR			LTR				
9 R O X P H Y S K	329	40			26	50	44	1067	38			
+ H D Y \ 9 H K L F O H V	8	8			8	8						

SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*Existing+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	123	411			227	127	293	868	70			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0						

SHORT REPORT	
General Information	**Site Information**
Analyst	

6+257 5(3257	
*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ
$QDO\VW Greg $JHQF\ RU Endo Engineering 'DWH 3HU 9/22/15 7LPH 3HU Midday Peak Hour	,QWHUVH Indian Cyn Dr @ Tahquitz Cyn $UHD 7\S All other areas -XULVGLF Palm Springs $QDO\VL\ Existing+Buildout W/ Park

9ROXPH DQG 7LPLQJ ,QSXW												
	(%			:%			1%			6%		
	/7	7+	57	/7	7+	57	/7	7+	57	/7	7+	57
1XPEHU RI /DQHV	1	1			1	0	0	4	0			
/DQH *URXS	L	T			TR			LTR				
9ROXPH YSK	75	46			55	29	74	1672	70			
+HDY\ 9HKLFOHV	8	8			8	8	8	8	8			
3+)	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
3UHWLPHG $FWXD	A	A			A	A	A	A	A			
6WDUWXS /RVW 7L	2.0	2.0			2.0			2.0				
([WHQVLRQ RI (IIH	2.0	2.0			2.0			2.0				
$UULYDO 7\SH	3	3			3			3				
8QLW ([WHQVLRQ	3.0	3.0			3.0			3.0				
3HG %LNH 5725 9F	0	0		0	0	0	0	0	0			
/DQH :LGWK	12.0	12.0			12.0			12.0				
3DUNLQJ *UDGH 3	N	0	N	N	0	N	N	0	N			
3DUNLQJ +RXU												
%XV 6WRSV +RXU	0	0			0			0				
0LQLPXP 3HGHVWU		3.2			3.2			3.2				

3KDVLQ	(: 3HUP				1% 2QC			
7LPLQJ	* 11.0	*	*	*	* 51.0	*	*	*
	< 4	<	<	<	< 4	<	<	<
'XUDWLRQ RI $QDO\VLV	1.00					&\FOH /HQJWK &	70.0	

/DQH *URXS &DSDFLW\ &RQWURO 'HOD\ DQG /26 'HWHUPLQ	

6 + 2 5 7 5 (3 2 5 7	
* H Q H U D O , Q I R U P D W L R Q	6 L W H , Q I R U P D W L R Q
$ Q D O \ V W Greg $ J H Q F \ R \Endo Engineering ' D W H 3 H U 9/22/15 7 L P H 3 H U Saturday Midday Peak Hour	, Q W H U V H Indian Cyn Dr @ Tahquitz Cyn $ U H D 7 \ S All other areas - X U L V G L FPalm Springs $ Q D O \ V L \Existing+Buildout W/ Park

9 R O X P H D Q G 7 L P L Q J , Q S X W

	(%			: %			1 %			6 %		
	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7
1 X P E H U R I / D Q H V	1	1			1	0	0	4	0			
/ D Q H * U R X S	L	T			TR			LTR				
9 R O X P H Y S K	116	62			61	51	106	1881	93			
+ H D Y \ 9 H K L F O H V	8	8			8	8	8	8	8			
3 +)	1.00	1.00			1.00	1.00	1.00	1.00	1.00			

6+257 5(3257	
*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ
$QDO\VW Greg $JHQF\ R\Endo Engineering 'DWH 3HU9/22/15 7LPH 3HU Saturday Midday Peak Hour	,QWHUVH Palm Canyon Drive @ Amado Road $UHD 7\S All other areas -XULVGLFPalm Springs $QDO\VL\Existing+Buildout W/ Park

9ROXPH DQG 7LPLQJ ,QSXW												
	(%			:%			1%			6%		
	/7	7+	57	/7	7+	57	/7	7+	57	/7	7+	57
1XPEHU RI /DQHV		1	1	1	1					0	3	0
/DQH *URXS		T	R	L	T						LTR	
9ROXPH YSK		278	54	157	214					85	1714	157
+HDY\ 9HKLFOHV		8	8	8	8					8	8	8
3+)		1.00	1.00	1.00	1.00					1.00	1.00	1.00
3UHWLPHG $FWXD		A	A	A	A					A	A	A
6WDUWXS /RVW 7L		2.0	2.0	2.0	2.0						2.0	
([WHQVLRQ RI (IIH		2.0	2.0	2.0	2.0						2.0	
$UULYDO 7\SH		3	3	3	3						3	
8QLW ([WHQVLRQ		3.0	3.0	3.0	3.0						3.0	
3HG %LNH 5725 9P	0	0	0	0	0		0	0		0	0	0
/DQH :LGWK		12.0	12.0	12.0	12.0						12.0	
~~3DUNLQJ *UDGH 3~~	~~N~~	~~0~~	~~N~~	N	0	N	N	0	N	N	0	N
3DUNLQJ +RXU												
%XV 6WRSV +RXU												

6+257 5(3257	
*HQHUDO ,QIRUPDWLRQ	6LWH ,QIRUPDWLRQ
$QDO\VW Greg $JHQF\ R(	

6 + 2 5 7 5 (3 2 5 7	
* H Q H U D O , Q I R U P D W L R Q	6 L W H , Q I R U P D W L R Q
$ Q D O \ V W Greg $ J H Q F \ R \Endo Engineering ' D W H 3 H U 9/22/15 7 L P H 3 H U PM Peak Hour	, Q W H U V H Palm Cyn Dr @ Tahquitz Cyn Way $ U H D 7 \ S All other areas - X U L V G L F Palm Springs $ Q D O \ V L \Existing+Buildout W/ Park

9 R O X P H D Q G 7 L P L Q J , Q S X W

	(%			: %			1 %			6 %		
	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7
1 X P E H U R I / D Q H V		1	1	1	1					0	4	1
/ D Q H * U R X S		T	R	L	T						LT	R
9 R O X P H Y S K		437	648	83								

6 + 2 5 7 5 (3 2 5 7

* H Q H U D O , Q I R U P D W L R Q	6 L W H , Q I R U P D W L R Q
$ Q D O \ V W Greg $ J H Q F \ R \Endo Engineering ' D W H 3 H U 9/22/15 7 L P H 3 H U PM Peak Hour	, Q W H U V H Palm Cyn Dr @ Arenas Road $ U H D 7 \ S All other areas - X U L V G L FPalm Springs $ Q D O \ V L \Existing+Buildout W/ Park

9 R O X P H D Q G 7 L P L Q J , Q S X W

	(%			: %			1 %			6 %		
	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7	/ 7	7 +	5 7
1 X P E H U R I / D Q H V		1	0	1	1					0	3	0
/ D Q H * U R X S		TR		L	T						LTR	
9 R O X P H Y S K		72	38	32	52					44	1295	49
+ H D Y \ 9 H K L F O H V		8	8	8	8					8	8	8
3 +)		1.00	1.00	1.00	1.00					1.00	1.00	1.00
3 U H W L P H G $ F W X D		A	A	A	A					A	A	A
6 W D U W X S / R V W 7 L		2.0		2.0	2.0						2.0	
([W H Q V L R Q R I (I I H		2.0		2.0	2.0						2.0	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*57*	*178*	*30*	*111*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*57*	*178*	*30*	*111*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*263*		*39*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*263*	*0*	*39*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road*

North/South Street: *Belardo Road*

Intersection Orientation: *North-South*

Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
M (veh/Sy						

$// :$< 6723 &21752/ 1/<6,6

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Rd @ Tahquitz Cyn Way
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout W/ Park
$QDO\VLV 7LPH 3HULR	Midday Peak Hour		

3URMHFW DFWS,'

(DVW :HVW 6WUHHW	1RUWK 6RXWK 6WUHHW
Tahquitz Canyon Way	Belardo Road

9ROXPH $GMXVWPHQWV DQG 6LWH &KDUDFWHULVWLFV

$SSURDFK	(DVWERXQG			:HVWERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	0	281	40	52	760	248
7KUXV /HIW /DQH						

$SSURDFK	1RUWKERXQG			6RXWKERXQG	
0RYHPHQW	/	7	5	/	

$// :$< 6723 &21752/ 1/<6,6

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Belardo Road @ Arenas Road
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout W/ Park
$QDO\VLV 7LPH 3HULR	Villagefest Peak Hour		

3URMHFW DFWS,'

(DVW :HVW Arenas Road	6WUHHW Belardo Road	1RUWK 6RXWK 6WUHHW

9ROXPH $GMXVWPHQWV DQG 6LWH &KDUDFWHULVWLFV

$SSURDFK	(DVWERXQG			:HVWERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	7	15	26	44	11	40
7KUXV /HIW /DQH						

$SSURDFK	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW	/	7	5	/	7	5
9ROXPH YHK K	10	118	23	48	994	17
7KUXV /HIW /DQH						

	(DVWERXQG		:HVWERXQG		1RUWKERXQ		6RXWKERXQ	
	/	/	/	/	/	/	/	/
&RQILJXUDWLRQ	LTR		LTR		LTR		LTR	
3+)	1.00		1.00		1.00		1.00	
)ORZ 5DWH YHK K	48		95		151		1059	
+HDY\ 9HKLFOHV	8		8		8		8	
1R /DQHV	1		1		1		1	
*HRPHWU\ *URXS	1		1		1		1	
'XUDWLRQ 7	1.00							

6DWXUDWLRQ +HDGZD\ $GMXVWPHQW :RUNVKHHW

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ		6LWH ,QIRUPDWLRQ	
$QDO\VW	Greg	,QWHUVHFWLRQ	Cahuilla Rd @ Tahquitz Cyn Way
$JHQF\ &R	Endo Engineering	-XULVGLFWLRQ	Palm Springs
'DWH 3HUIRUPHG	9/22/2015	$QDO\VLV <HDU	Existing+Buildout W/ Park
$QDO\VLV 7LPH 3	PM Peak Hour		

3URMHFW 'HVFULSWLRQ	DTUPS		
(DVW :HVW 6WUHHW	Tahquitz Canyon Way	1RUWK 6RXWK 6WUHHW	Cahuilla Road
,QWHUVHFWLRQ 2ULHQWDWLRQ	East-West	6WXG\ 3HULRG	0.25 KUV

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV

0DMRU 6WUHHW	(DVWERXQG			:HVWERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K		369	45	29	185	
3HDN +RXU)DF\	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5D YHK K	0	369	45	29	185	0
3HUFHQW +HDY\	8	--	--	8	--	--
0HGLDQ 7\SH	Undivided					
57 &KDQQHOL]H			0			0
/DQHV	0	1	1	0	1	0
&RQILJXUDWLRQ		T	R	LT		
8SVWUHDP 6LJQ		0			0	

0LQRU 6WUHHW	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K	26		21			
3HDN +RXU)DF\	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5D YHK K	26	0	21	0	0	0
3HUFHQW +HDY\	8	0	8	8	0	8
3HUFHQW *UDGH	0			0		
)ODUHG $SSURD		N			N	
6WRUDJH		0			0	
57 &KDQQHOL]H			0			0
/DQHV	0	0	0	0	0	0
&RQILJXUDWLRQ		LR				

'HOD\ 4XHXH /HQJWK DQG /HYHO RI 6HUYLFH

$SSURDFK	(DVWER	:HVWERX	1RUWKERXQG			6RXWKERXQG		
0RYHPHQW								

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*3*	*20*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*3*	*20*	*11*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*			

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ	
$QDO\VW	Greg
$JHQF\ &R	Endo Engineering
'DWH 3HUIRUPHG	9/22/2015
$QDO\VLV 7LPH 3H	PM Peak Hour

6LWH ,QIRUPDWLRQ	
,QWHUVHFWLRQ	Museum Dr @ Tahquitz Cyn Way
-XULVGLFWLRQ	Palm Springs
$QDO\VLV <HDU	Existing+Buildout W/ Park

3URMHFW 'HVFUSLSWLRQ	
(DVW :HVW &URVV &VWUHHW	Tahquitz Cyn Way
,QWHUVHFWLRQ &DWHJRUW	2-West
1RUWK &RXQWUH &URVV &VWUHHW	Museum Drive W
6WXG\ 3HULRG	PM Peak Hour

9HKLFOH 9ROXPHV DQG $GMXVWPHQWV

0DMRU &WUHHW	(DVWERXQG			:HVWERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K	4	11			10	202
3HDN +RXU)DFW	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5DW YHK K	4	11	0	0	10	202
3HUFHQW +HDY\	8	--	--	8	--	--
0HGLDQ 7\SH	Undivided					
57 &KDQQHOL]H			0			0
/DQHV	0	1	0	0	1	1
&RQILJXUDWLRQ	LT				T	R
8SVWUHDP &LJQ		0			0	

0LQRU &WUHHW	1RUWKERXQG			&RXWKERXQG		
0RYHPHQW						
	/	7	5	/	7	5
9ROXPH YHK K				399		4
3HDN +RXU)DFW	1.00	1.00	1.00	1.00	1.00	1.00
+RXUO\ )ORZ 5DW YHK K	0	0	0	399	0	4
3HUFHQW +HDY\	0	0	0	8	0	8
3HUFHQW *UDGH	0			0		
)ODUHG $SSURD		N			N	
&WRUDJH		0			0	
57 &KDQQHOL]H			0			0
/DQHV	0	0	0	1	0	1

7:2 :$< 6723 &21752/ 6800$5<

*HQHUDO ,QIRUPDWLRQ

$QDO\VW	
$JHQF\ &R	Endo Engineering
'DWH 3HUIRUPHG	9/22/2015
$QDO\VLV 7LPH 3	Saturday Midday Peak Hour

6LWH ,QIRUPDWLRQ

,QWHUVHFWLRQ	Palm Canyon Drive @ Andreas Rd
-XULVGLFWLRQ	Palm Springs
$QDO\VLV <HDU	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*150*	*116*	*122*	*108*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*150*	*116*	*122*	*108*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*72*		*139*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*72*	*0*	*139*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*189*	*106*	*133*	*109*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*189*				

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* | North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	47	0	47	21	64	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	161	136	0	0	56	96
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	94		128		297		152	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.6	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.08		0.11		0.26		0.14	
hd, final value (s)	5.17		5.14		4.94		4.66	
x, final value	0.13		0.18		0.41		0.20	

Move-up time, m (s) m

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street*

North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*66*	*0*	*66*	*28*	*27*	*31*
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	*67*	*63*	*0*	*0*	*78*	*40*
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	*LR*		*LTR*		*LT*		*TR*	
PHF	*1.00*		*1.00*		*1.00*		*1.00*	
Flow Rate (veh/h)	*132*		*86*		*130*		*118*	

ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Existing+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street*

North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	147	0	147	64	0	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	55	143	0	0	390	83
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	294		107		198		473	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.3		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.2	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.0	

SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*			*1*	*1*	*0*	*4*	*0*			
Lane Group	*L*	*T*			*T*	*R*		*LTR*				
Volume (vph)	*28*	*77*			*37*	*81*	*71*	*1076*	*112*			
% Heavy Vehicles	*8*	*8*			*8*	*8*	*8*	*8*	*8*			
PHF	*1.00*	*1.00*			*1.00*	*1.00*						

SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	35	90			62	94	101	1170	136			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	35	90			62	94		1407				
Lane Group Capacity	231	322			322	1495		4287				
v/c Ratio	0.15	0.28			0.19	0.06		0.33				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.6	21.1			20.7	0.0		3.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.3	0.5			0.3	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.9	21.6			21.0	0.0		3.9				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.4			8.4			3.9					
Approach LOS	C			A			A					
Intersection Delay	5.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	50	106			62	102	130	1302	95			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	50	106			62	102		1527				
Lane Group Capacity	231	322			322	1495		4307				
v/c Ratio	0.22	0.33			0.19	0.07		0.35				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.8	21.3			20.7	0.0		4.0				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.5	0.6			0.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.3	21.9			21.0	0.0		4.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.7			8.0			4.0					
Approach LOS	C			A			A					
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	20	16			5	69	16	1304	35			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	20	16			74			1355				
Lane Group Capacity	170	276			242			4634				
v/c Ratio	0.12	0.06			0.31			0.29				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.3	25.1			26.1			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.3	0.1			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	25.2			26.8			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	25.4			26.8			3.3					
Approach LOS	C			C			A					
Intersection Delay	5.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	25	17			7	73	20	1135	28			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	25	17			80			1183				
Lane Group Capacity	163	276			242			4635				
v/c Ratio	0.15	0.06			0.33			0.26				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.5	25.1			26.2			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.4	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.9	25.2			27.0			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	25.6			27.0			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	30	21			8	117	9	1388	43			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	30	21			125			1440				
Lane Group Capacity	117	276			242			4633				
v/c Ratio	0.26	0.08			0.52			0.31				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.9	25.2			27.1			3.3				
Delay Factor k	0.11	0.11			0.12			0.11				
Incremental Delay d_2	1.2	0.1			1.9			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.1	25.3			29.0			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	26.3			29.0			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	82	155			147	167	70	1102	168			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	82	155			147	167		1340				
Lane Group Capacity	263	276			276	1929		3216				
v/c Ratio	0.31	0.56			0.53	0.09		0.42				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	26.1	27.3			27.1	2.8		10.5				
Delay Factor k	0.11	0.16			0.14	0.11		0.11				
Incremental Delay d_2	0.7	2.6			2.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.8	29.9			29.1	2.8		10.6				
Lane Group LOS	C	C			C	A		B				
Approach Delay	28.8			15.1			10.6					
Approach LOS	C			B			B					
Intersection Delay	13.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	73	117			171	143	46	950	119			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	73	117			171	143		1115				
Lane Group Capacity	263	276			276	1929		3227				
v/c Ratio	0.28	0.42			0.62	0.07		0.35				
Green Ratio	0.16	0.16			0.16	0.73		0.51				
Uniform Delay d_1	26.0	26.6			27.5	2.7		10.0				
Delay Factor k	0.11	0.11			0.20	0.11		0.11				
Incremental Delay d_2	0.6	1.1			4.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.6	27.7			31.8	2.7		10.1				
Lane Group LOS	C	C			C	A		B				
Approach Delay	27.3			18.6			10.1					
Approach LOS	C			B			B					
Intersection Delay	13.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	113	189			216	182	100	1166	194			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 12.0	G = 13.0	G =	G =	G = 33.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	113	189			216	182		1460				
Lane Group Capacity	286	302			327	1891		2942				
v/c Ratio	0.40	0.63			0.66	0.10		0.50				
Green Ratio	0.17	0.17			0.19	0.71		0.47				
Uniform Delay d_1	25.8	26.9			26.5	3.1		12.8				
Delay Factor k	0.11	0.21			0.24	0.11		0.11				
Incremental Delay d_2	0.9	4.1			5.0	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.7	31.0			31.5	3.1		12.9				
Lane Group LOS	C	C			C	A		B				
Approach Delay	29.4			18.5			12.9					
Approach LOS	C			B			B					
Intersection Delay	16.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	66	41			38	29	50	1259	74			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	66	41			67			1383				
Lane Group Capacity	179	276			260			4610				
v/c Ratio	0.37	0.15			0.26			0.30				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.4	25.5			25.9			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.3	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.7	25.7			26.4			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			26.4			3.3					
Approach LOS	C			C			A					
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	45	44			31	30	39	1063	67			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	45	44			61			1169				
Lane Group Capacity	186	276			258			4607				
v/c Ratio	0.24	0.16			0.24			0.25				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.8	25.5			25.8			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.7	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.5	25.8			26.3			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.2			26.3			3.2					
Approach LOS	C			C			A					
Intersection Delay	5.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	90	50			40	49	78	1319	99			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	90	50			89			1496				
Lane Group Capacity	154	276			256			4597				
v/c Ratio	0.58	0.18			0.35			0.33				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.4	25.6			26.3			3.4				
Delay Factor k	0.18	0.11			0.11			0.11				
Incremental Delay d_2	5.7	0.3			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.1	25.9			27.1			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	30.5			27.1			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		23	30	108	37					90	976	24
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		23	30	108	37						1090	
Lane Group Capacity		264	1495	196	264						3409	
v/c Ratio		0.09	0.02	0.55	0.14						0.32	
Green Ratio		0.15	1.00	0.15	0.15						0.72	
Uniform Delay d_1		22.0	0.0	23.6	22.1						3.1	
Delay Factor k		0.11	0.11	0.15	0.11						0.11	
Incremental Delay d_2		0.1	0.0	3.4	0.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.1	0.0	27.0	22.4						3.2	
Lane Group LOS		C	A	C	C						A	
Approach Delay	9.6			25.8						3.2		
Approach LOS	A			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		20	23	78	24					83	827	19
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 44.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		20	23	78	24						929	
Lane Group Capacity		235	1495	175	235						3488	
v/c Ratio		0.09	0.02	0.45	0.10						0.27	
Green Ratio		0.13	1.00	0.13	0.13						0.73	
Uniform Delay d_1		22.8	0.0	24.0	22.8						2.7	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.2	0.0	1.8	0.2						0.0	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.9	0.0	25.8	23.0						2.7	
Lane Group LOS		C	A	C	C						A	
Approach Delay	10.7			25.1						2.7		
Approach LOS	B			C						A		
Intersection Delay	5.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		30	49	140	53					119	1180	37
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		30	49	140	53						1336	
Lane Group Capacity		322	1495	238	322						3247	
v/c Ratio		0.09	0.03	0.59	0.16						0.41	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		20.4	0.0	22.4	20.6						4.2	
Delay Factor k		0.11	0.11	0.18	0.11						0.11	
Incremental Delay d_2		0.1	0.0	3.8	0.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		20.5	0.0	26.3	20.9						4.3	
Lane Group LOS		C	A	C	C						A	
Approach Delay	7.8			24.8						4.3		
Approach LOS	A			C						A		
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		109	38	162	84					148	822	50
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		147		162	84						970	50
Lane Group Capacity		267		263	653						3261	1495
v/c Ratio		0.55		0.62	0.13						0.30	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		27.2		27.5	14.5						9.7	0.0
Delay Factor k		0.15		0.20	0.11						0.11	0.11
Incremental Delay d_2		2.5		4.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		29.7		31.9	14.6						9.8	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	29.7			26.0						9.3		
Approach LOS	C			C						A		
Intersection Delay	14.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		90	18	154	57					100	739	45
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		108		154	57						839	45
Lane Group Capacity		270		263	653						3267	1495
v/c Ratio		0.40		0.59	0.09						0.26	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		26.5		27.4	14.3						9.5	0.0
Delay Factor k		0.11		0.18	0.11						0.11	0.11
Incremental Delay d_2		1.0		3.4	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.5		30.8	14.3						9.6	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	27.5			26.3						9.1		
Approach LOS	C			C						A		
Intersection Delay	13.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		120	37	239	70					195	1060	84
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 14.0	G =	G =	G = 33.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		157		239	70						1255	84
Lane Group Capacity		268		334	729						2989	1495
v/c Ratio		0.59		0.72	0.10						0.42	0.06
Green Ratio		0.16		0.20	0.41						0.47	1.00
Uniform Delay d_1		27.4		26.1	12.5						12.2	0.0
Delay Factor k		0.18		0.28	0.11						0.11	0.11
Incremental Delay d_2		3.3		7.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		30.7		33.6	12.6						12.3	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay	30.7			28.8						11.5		
Approach LOS	C			C						B		
Intersection Delay	16.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		26	21	49	31					55	941	66
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		47		49	31						1062	
Lane Group Capacity		189		145	201						3653	
v/c Ratio		0.25		0.34	0.15						0.29	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.3		28.6	27.9						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.7		1.4	0.4						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.0		30.0	28.3						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay	29.0			29.3						2.4		
Approach LOS	C			C						A		
Intersection Delay	5.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		42	16	34	34					30	810	49
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		58		34	34						889	
Lane Group Capacity		194		131	201						3660	
v/c Ratio		0.30		0.26	0.17						0.24	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.4		28.3	28.0						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.9		1.1	0.4						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.3		29.4	28.4						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay	29.3			28.9						2.3		
Approach LOS	C			C						A		
Intersection Delay	5.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		56	36	49	39					89	1167	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		92		49	39						1329	
Lane Group Capacity		214		111	226						3587	
v/c Ratio		0.43		0.44	0.17						0.37	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.1		28.2	27.2						2.9	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.4		2.8	0.4						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.5		31.0	27.5						2.9	
Lane Group LOS		C		C	C						A	
Approach Delay	29.5			29.5						2.9		
Approach LOS	C			C						A		
Intersection Delay	6.1			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*46*	*25*	*31*	*75*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*46*	*25*	*31*	*75*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*25*		*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*25*	*0*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*31*		*65*				
C (m) (veh/h)		*1492*		*904*				
v/c		*0.02*		*0.07*				
95% queue length		*0.06*		*0.23*				
Control Delay (s/veh)		*7.5*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		61	17	18	57	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	61	17	18	57	0
Percent Heavy Vehicles	0	--	--	8	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	1	0	1	0
Configuration		T	R	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				18		24
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00
Hourly Flow Rate, HFR (veh/h)	0	0	0	18	0	24
Percent Heavy Vehicles	0	0	0	8	0	8
Percent Grade (%)	0			0		
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		18		42				
C (m) (veh/h)		1483		905				
v/c		0.01		0.05				
95% queue length		0.04		0.15				
Control Delay (s/veh)		7.5		9.2				
LOS		A		A				
Approach Delay (s/veh)	--	--	9.2					
Approach LOS	--	--	A					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*63*	*45*	*26*	*66*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*63*	*45*	*26*	*66*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*33*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*33*	*0*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*26*		*74*				
C (m) (veh/h)		*1446*		*882*				
v/c		*0.02*		*0.08*				
95% queue length		*0.05*		*0.27*				
Control Delay (s/veh)		*7.5*		*9.5*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.5*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*76*	*59*	*13*	*104*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*76*	*59*	*13*	*104*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*405*		*58*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*405*	*0*	*58*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*13*		*463*				
C (m) (veh/h)		*1413*		*783*				
v/c		*0.01*		*0.59*				
95% queue length		*0.03*		*4.23*				
Control Delay (s/veh)		*7.6*		*16.2*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*16.2*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	60	19	51	75	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	21	21	77	0	20	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	60	19	126		119		20	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.4		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.05	0.02	0.11		0.11		0.02	
hd, final value (s)	5.06	4.36	4.63		4.20		4.66	
x, final value	0.08	0.02	0.16		0.14		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.8	2.1	2.6		2.2		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310	269	376		369		270	
Delay (s/veh)	8.23	7.16	8.53		7.88		7.79	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.97		8.53		7.88		7.79	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.13							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	43	29	54	39	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	15	15	64	0	28	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	43	29	93		94		28	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.6		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.7		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.3		-0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.03	0.08		0.08		0.02	
hd, final value (s)	4.98	4.28	4.61		4.08		4.52	
x, final value	0.06	0.03	0.12		0.11		0.04	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.7	2.0	2.6		2.1		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293	279	343		344		278	
Delay (s/veh)	8.00	7.14	8.23		7.57		7.69	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.65		8.23		7.57		7.69	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.82							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	61	22	79	70	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	31	30	97	0	22	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	61	22	149		158		22	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.05	0.02	0.13		0.14		0.02	
hd, final value (s)	5.19	4.49	4.77		4.31		4.79	
x, final value	0.09	0.03	0.20		0.19		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.9	2.2	2.8		2.3		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	311	272	399		408		272	
Delay (s/veh)	8.40	7.32	8.94		8.31		7.94	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.11		8.94		8.31		7.94	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.48							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	13	103	13	9	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	38	78	22	0	231	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	13	103	22		138		232	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.6		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.2		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.3		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.01	0.09	0.02		0.12		0.21	
hd, final value (s)	5.54	4.84	5.31		4.61		4.55	
x, final value	0.02	0.14	0.03		0.18		0.29	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	3.3		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	263	353	272		388		482	
Delay (s/veh)	8.36	8.32	8.49		8.61		9.43	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.32		8.49		8.61		9.43	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.91							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	24	10	11	22	16
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	78	9	4	83	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	38		49		98		91	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.0	
Prop. Right-Turns	0.3		0.3		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.04		0.09		0.08	
hd, final value (s)	4.38		4.36		4.30		4.32	
x, final value	0.05		0.06		0.12		0.11	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288		299		348		341	
Delay (s/veh)	7.60		7.63		7.87		7.85	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.60		7.63		7.87		7.85	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.79							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	15	8	15	17	15
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	62	28	8	81	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	27		47		94		98	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.1	
Prop. Right-Turns	0.3		0.3		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.0		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.02		0.04		0.08		0.09	
hd, final value (s)	4.37		4.36		4.14		4.26	
x, final value	0.03		0.06		0.11		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.1		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	277		297		344		348	
Delay (s/veh)	7.51		7.63		7.64		7.82	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.51		7.63		7.64		7.82	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.69							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	32	6	19	18	36
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	97	29	18	65	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	43		73		130		94	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.2	
Prop. Right-Turns	0.1		0.5		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.06		0.12		0.08	
hd, final value (s)	4.57		4.36		4.28		4.42	
x, final value	0.05		0.09		0.15		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.4		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	293		323		380		344	
Delay (s/veh)	7.84		7.78		8.07		7.99	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.84		7.78		8.07		7.99	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.96							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	3	28	45	6	24
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	94	19	17	274	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	38		75		123		308	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.1		0.1	
Prop. Right-Turns	0.7		0.3		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.07		0.11		0.27	
hd, final value (s)	4.75		5.02		4.60		4.45	
x, final value	0.05		0.10		0.16		0.38	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		3.0		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288		325		373		558	
Delay (s/veh)	8.00		8.61		8.45		10.18	
LOS	A		A		A		B	
Approach: Delay (s/veh)	8.00		8.61		8.45		10.18	
LOS	A		A		A		B	
Intersection Delay (s/veh)	9.42							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*75*	*20*	*18*	*65*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*75*	*20*	*18*	*65*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*		*14*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*11*	*0*	*14*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*18*		*25*				
C (m) (veh/h)		*1462*		*882*				
v/c		*0.01*		*0.03*				
95% queue length		*0.04*		*0.09*				
Control Delay (s/veh)		*7.5*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*48*	*18*	*9*	*40*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*48*	*18*	*9*	*40*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*14*		*16*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*14*	*0*	*16*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*9*		*30*				
C (m) (veh/h)		*1498*		*938*				
v/c		*0.01*		*0.03*				
95% queue length		*0.02*		*0.10*				
Control Delay (s/veh)		*7.4*		*9.0*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.0*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*3*	*25*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*3*	*25*	*7*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*12*	*1*	*6*	*19*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*12*	*1*	*6*	*19*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*3*	*16*		*1*		*30*	
C (m) (veh/h)	*1542*	*1550*	*824*		*1033*		*858*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.03*	
95% queue length	*0.00*	*0.01*	*0.06*		*0.00*		*0.11*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.3*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.3*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*2*	*20*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*2*	*20*	*9*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*12*	*1*	*6*	*12*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*12*	*1*	*6*	*12*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*2*	*12*		*1*		*24*	
C (m) (veh/h)	*1546*	*1553*	*812*		*1041*		*881*	
v/c	*0.00*	*0.00*	*0.01*		*0.00*		*0.03*	
95% queue length	*0.01*	*0.00*	*0.04*		*0.00*		*0.08*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.2*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.2*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*57*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*57*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*76*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*76*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*76*		*4*
C (m) (veh/h)	*1484*					*956*		*1041*
v/c	*0.00*					*0.08*		*0.00*
95% queue length	*0.00*					*0.26*		*0.01*
Control Delay (s/veh)	*7.4*					*9.1*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.1*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*44*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*44*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*48*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*48*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*48*		*4*
C (m) (veh/h)	*1514*					*967*		*1054*
v/c	*0.00*					*0.05*		*0.00*
95% queue length	*0.01*					*0.16*		*0.01*
Control Delay (s/veh)	*7.4*					*8.9*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*8.9*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*35*	*1069*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*35*	*1069*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*0*	*0*	*21*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*21*	*0*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*35*	*21*					*0*
C (m) (veh/h)		*1585*	*395*					
v/c		*0.02*	*0.05*					
95% queue length		*0.07*	*0.17*					
Control Delay (s/veh)		*7.3*	*14.6*					
LOS		*A*	*B*					
Approach Delay (s/veh)	--	--	*14.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*41*	*878*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*41*	*878*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*0*	*0*	*26*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*26*	*0*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*41*	*26*					*0*
C (m) (veh/h)		*1585*	*448*					
v/c		*0.03*	*0.06*					
95% queue length		*0.08*	*0.18*					
Control Delay (s/veh)		*7.3*	*13.5*					
LOS		*A*	*B*					
Approach Delay (s/veh)	--	--	*13.5*					
Approach LOS	--	--	*B*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	0	0	20	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				21		20	0
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	0.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.02		0.02	0.00
hd, final value (s)	4.13				4.16		4.65	4.65
x, final value	0.00				0.02		0.03	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.1				2.2		2.3	2.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				271		270	0
Delay (s/veh)	7.13				7.26		7.47	7.35
LOS	A				A		A	A
Approach: Delay (s/veh)	7.13				7.26		7.47	
LOS	A				A		A	
Intersection Delay (s/veh)	7.36							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	0	0	20	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				21		20	0
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	0.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.02		0.02	0.00
hd, final value (s)	4.13				4.16		4.65	4.65
x, final value	0.00				0.02		0.03	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.1				2.2		2.3	2.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				271		270	0
Delay (s/veh)	7.13				7.26		7.47	7.35
LOS	A				A		A	A
Approach: Delay (s/veh)	7.13				7.26		7.47	
LOS	A				A		A	
Intersection Delay (s/veh)	7.36							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	76	0	0	226	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				76		226	1
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.07		0.20	0.00
hd, final value (s)	4.74				4.37		4.68	3.98
x, final value	0.00				0.09		0.29	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.7				2.4		2.4	1.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				326		476	251
Delay (s/veh)	7.74				7.81		9.33	6.69
LOS	A				A		A	A
Approach: Delay (s/veh)	7.74				7.81		9.32	
LOS	A				A		A	
Intersection Delay (s/veh)	8.94							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*21*	*0*	*0*	*20*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*21*	*0*	*0*	*20*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1557*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*15*	*0*	*0*	*27*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*15*	*0*	*0*	*27*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1565*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*76*	*0*	*0*	*226*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*76*	*0*	*0*	*226*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1486*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.4*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	21	0	0	20	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		21		20	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.02		0.02	
hd, final value (s)	4.13		4.13		4.05		4.06	
x, final value	0.00		0.00		0.02		0.02	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.1		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		271		270	
Delay (s/veh)	7.13		7.13		7.15		7.15	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.13		7.13		7.15		7.15	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.15							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	15	0	0	27	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		15		27	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.01		0.02	
hd, final value (s)	4.13		4.13		4.06		4.05	
x, final value	0.00		0.00		0.02		0.03	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.1		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		265		277	
Delay (s/veh)	7.13		7.13		7.13		7.18	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.13		7.13		7.13		7.18	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.16							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	76	0	0	226	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		76		226	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.07		0.20	
hd, final value (s)	4.69		4.69		4.25		4.11	
x, final value	0.00		0.00		0.09		0.26	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.7		2.2		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		326		476	
Delay (s/veh)	7.69		7.69		7.67		8.54	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.69		7.69		7.67		8.54	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.32							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	71	91			64	81	71	1116	115			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	71	91			64	81		1302				
Lane Group Capacity	231	322			322	1495		4297				
v/c Ratio	0.31	0.28			0.20	0.05		0.30				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	21.2	21.1			20.8	0.0		3.8				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.8	0.5			0.3	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	22.0	21.6			21.1	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.8			9.3			3.8					
Approach LOS	C			A			A					
Intersection Delay	6.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	112	116			85	94	101	1241	141			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	112	116			85	94		1483				
Lane Group Capacity	226	322			322	1495		4289				
v/c Ratio	0.50	0.36			0.26	0.06		0.35				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	22.0	21.4			21.0	0.0		3.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	1.7	0.7			0.4	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	23.7	22.1			21.5	0.0		4.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	22.9			10.2			4.0					
Approach LOS	C			B			A					
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	133	134			99	102	130	1379	100			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	133	134			99	102		1609				
Lane Group Capacity	223	322			322	1495		4308				
v/c Ratio	0.60	0.42			0.31	0.07		0.37				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	22.5	21.7			21.2	0.0		4.0				
Delay Factor k	0.19	0.11			0.11	0.11		0.11				
Incremental Delay d_2	4.4	0.9			0.5	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	26.9	22.5			21.7	0.0		4.1				
Lane Group LOS	C	C			C	A		A				
Approach Delay	24.7			10.7			4.1					
Approach LOS	C			B			A					
Intersection Delay	7.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	54	20			13	69	23	1312	36			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	54	20			82			1371				
Lane Group Capacity	161	276			245			4633				
v/c Ratio	0.34	0.07			0.33			0.30				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.2	25.2			26.2			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.2	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.5	25.3			27.1			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			27.1			3.3					
Approach LOS	C			C			A					
Intersection Delay	5.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	87	24			14	73	26	1149	30			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	87	24			87			1205				
Lane Group Capacity	156	276			245			4633				
v/c Ratio	0.56	0.09			0.36			0.26				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.3	25.2			26.3			3.2				
Delay Factor k	0.15	0.11			0.11			0.11				
Incremental Delay d_2	4.5	0.1			0.9			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	31.7	25.3			27.2			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	30.4			27.2			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	97	28			19	117	19	1403	45			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	97	28			136			1467				
Lane Group Capacity	185	377			333			4268				
v/c Ratio	0.52	0.07			0.41			0.34				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d_1	24.3	22.0			23.7			4.9				
Delay Factor k	0.13	0.11			0.11			0.11				
Incremental Delay d_2	2.8	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.1	22.0			24.5			5.0				
Lane Group LOS	C	C			C			A				
Approach Delay	26.0			24.5			5.0					
Approach LOS	C			C			A					
Intersection Delay	8.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	88	191			203	167	189	1111	168			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 12.0	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	88	191			203	167		1468				
Lane Group Capacity	263	276			302	1929		3120				
v/c Ratio	0.33	0.69			0.67	0.09		0.47				
Green Ratio	0.16	0.16			0.17	0.73		0.50				
Uniform Delay d_1	26.2	27.9			27.2	2.8		11.4				
Delay Factor k	0.11	0.26			0.24	0.11		0.11				
Incremental Delay d_2	0.8	7.5			5.9	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	35.4			33.1	2.8		11.6				
Lane Group LOS	C	D			C	A		B				
Approach Delay	32.8			19.4			11.6					
Approach LOS	C			B			B					
Intersection Delay	15.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	85	182			220	143	150	960	119			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 13.0	G =	G =	G = 34.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	85	182			220	143		1229				
Lane Group Capacity	263	276			327	1929		3040				
v/c Ratio	0.32	0.66			0.67	0.07		0.40				
Green Ratio	0.16	0.16			0.19	0.73		0.49				
Uniform Delay d_1	26.2	27.7			26.5	2.7		11.5				
Delay Factor k	0.11	0.23			0.24	0.11		0.11				
Incremental Delay d_2	0.7	5.9			5.5	0.0		0.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	26.9	33.6			32.0	2.7		11.6				
Lane Group LOS	C	C			C	A		B				
Approach Delay	31.5			20.5			11.6					
Approach LOS	C			C			B					
Intersection Delay	16.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	125	259			293	182	263	1180	194			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 14.0	G = 16.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	125	259			293	182		1637				
Lane Group Capacity	334	352			402	1815		2490				
v/c Ratio	0.37	0.74			0.73	0.10		0.66				
Green Ratio	0.20	0.20			0.23	0.69		0.40				
Uniform Delay d_1	24.2	26.3			25.0	3.7		17.1				
Delay Factor k	0.11	0.29			0.29	0.11		0.23				
Incremental Delay d_2	0.7	8.2			6.8	0.0		0.6				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	24.9	34.5			31.8	3.7		17.7				
Lane Group LOS	C	C			C	A		B				
Approach Delay	31.4			21.1			17.7					
Approach LOS	C			C			B					
Intersection Delay	20.5			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	68	43			42	29	56	1385	74			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	68	43			71			1515				
Lane Group Capacity	174	276			261			4613				
v/c Ratio	0.39	0.16			0.27			0.33				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.5	25.5			26.0			3.4				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.5	0.3			0.6			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.9	25.8			26.5			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	27.1			26.5			3.4					
Approach LOS	C			C			A					
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	49	48			34	30	44	1173	67			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	49	48			64			1284				
Lane Group Capacity	182	276			259			4611				
v/c Ratio	0.27	0.17			0.25			0.28				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.0	25.6			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.8	0.3			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.8	25.9			26.4			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	26.3			26.4			3.3					
Approach LOS	C			C			A					
Intersection Delay	5.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	94	54			45	49	86	1492	99			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	94	54			94			1677				
Lane Group Capacity	168	302			280			4512				
v/c Ratio	0.56	0.18			0.34			0.37				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	26.6	24.8			25.5			3.9				
Delay Factor k	0.16	0.11			0.11			0.11				
Incremental Delay d_2	4.2	0.3			0.7			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	30.8	25.1			26.2			3.9				
Lane Group LOS	C	C			C			A				
Approach Delay	28.7			26.2			3.9					
Approach LOS	C			C			A					
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		80	30	108	64					90	1086	45
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		80	30	108	64						1221	
Lane Group Capacity		264	1495	186	264						3403	
v/c Ratio		0.30	0.02	0.58	0.24						0.36	
Green Ratio		0.15	1.00	0.15	0.15						0.72	
Uniform Delay d_1		22.7	0.0	23.7	22.5						3.2	
Delay Factor k		0.11	0.11	0.17	0.11						0.11	
Incremental Delay d_2		0.7	0.0	4.6	0.5						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		23.4	0.0	28.3	23.0						3.3	
Lane Group LOS		C	A	C	C						A	
Approach Delay	17.0			26.3						3.3		
Approach LOS	B			C						A		
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		122	23	78	47					83	923	37
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		122	23	78	47						1043	
Lane Group Capacity		264	1495	179	264						3403	
v/c Ratio		0.46	0.02	0.44	0.18						0.31	
Green Ratio		0.15	1.00	0.15	0.15						0.72	
Uniform Delay d_1		23.3	0.0	23.2	22.3						3.1	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		1.3	0.0	1.7	0.3						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		24.6	0.0	24.9	22.6						3.1	
Lane Group LOS		C	A	C	C						A	
Approach Delay	20.7			24.0						3.1		
Approach LOS	C			C						A		
Intersection Delay	7.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		140	49	140	90					119	1329	66
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		140	49	140	90						1514	
Lane Group Capacity		352	1495	234	352						3161	
v/c Ratio		0.40	0.03	0.60	0.26						0.48	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d_1		20.9	0.0	21.8	20.2						4.9	
Delay Factor k		0.11	0.11	0.19	0.11						0.11	
Incremental Delay d_2		0.7	0.0	4.3	0.4						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.6	0.0	26.1	20.6						5.0	
Lane Group LOS		C	A	C	C						A	
Approach Delay	16.0			23.9						5.0		
Approach LOS	B			C						A		
Intersection Delay	8.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		151	112	162	259					149	827	61
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 16.0	G = 11.0	G =	G =	G = 31.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		263		162	259						976	61
Lane Group Capacity		379		263	779						2808	1495
v/c Ratio		0.69		0.62	0.33						0.35	0.04
Green Ratio		0.23		0.16	0.44						0.44	1.00
Uniform Delay d_1		24.8		27.5	12.7						12.8	0.0
Delay Factor k		0.26		0.20	0.11						0.11	0.11
Incremental Delay d_2		5.6		4.4	0.3						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		30.3		31.9	13.0						12.9	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay	30.3			20.3						12.2		
Approach LOS	C			C						B		
Intersection Delay	16.9			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		165	152	154	210					102	749	55
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 21.0	G = 11.0	G =	G =	G = 26.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		317		154	210						851	55
Lane Group Capacity		494		263	905						2359	1495
v/c Ratio		0.64		0.59	0.23						0.36	0.04
Green Ratio		0.30		0.16	0.51						0.37	1.00
Uniform Delay d_1		21.2		27.4	9.4						16.0	0.0
Delay Factor k		0.22		0.18	0.11						0.11	0.11
Incremental Delay d_2		2.9		3.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		24.1		30.8	9.5						16.1	0.0
Lane Group LOS		C		C	A						B	A
Approach Delay	24.1			18.5						15.1		
Approach LOS	C			B						B		
Intersection Delay	17.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		201	181	239	309					197	1070	99
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 21.0	G = 14.0	G =	G =	G = 23.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00					Cycle Length C = 70.0			

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		382		239	309						1267	99
Lane Group Capacity		494		334	980						2083	1495
v/c Ratio		0.77		0.72	0.32						0.61	0.07
Green Ratio		0.30		0.20	0.56						0.33	1.00
Uniform Delay d_1		22.3		26.1	8.3						19.7	0.0
Delay Factor k		0.32		0.28	0.11						0.19	0.11
Incremental Delay d_2		7.9		7.4	0.2						0.5	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		30.2		33.6	8.5						20.2	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay	30.2			19.4						18.8		
Approach LOS	C			B						B		
Intersection Delay	20.8			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		29	24	49	41					57	1019	66
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		53		49	41						1142	
Lane Group Capacity		189		137	201						3656	
v/c Ratio		0.28		0.36	0.20						0.31	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.4		28.6	28.1						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		1.6	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.2		30.2	28.6						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay	29.2			29.5						2.5		
Approach LOS	C			C						A		
Intersection Delay	5.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		47	21	34	42					33	950	49
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		68		34	42						1032	
Lane Group Capacity		193		119	201						3664	
v/c Ratio		0.35		0.29	0.21						0.28	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.6		28.4	28.1						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.1		1.3	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.7		29.7	28.6						2.4	
Lane Group LOS		C		C	C						A	
Approach Delay	29.7			29.1						2.4		
Approach LOS	C			C						A		
Intersection Delay	5.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		62	42	49	52					92	1318	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		104		49	52						1483	
Lane Group Capacity		214		103	226						3590	
v/c Ratio		0.49		0.48	0.23						0.41	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.3		28.3	27.4						3.0	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.7		3.5	0.5						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.1		31.8	27.9						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay	30.1			29.8						3.1		
Approach LOS	C			C						A		
Intersection Delay	6.3			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*82*	*31*	*83*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*82*	*31*	*83*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*73*		*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*73*	*0*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*31*		*113*				
C (m) (veh/h)		*1416*		*832*				
v/c		*0.02*		*0.14*				
95% queue length		*0.07*		*0.47*				
Control Delay (s/veh)		*7.6*		*10.0*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*70*	*119*	*18*	*64*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*70*	*119*	*18*	*64*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*60*		*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*60*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*18*		*84*				
C (m) (veh/h)		*1350*		*840*				
v/c		*0.01*		*0.10*				
95% queue length		*0.04*		*0.33*				
Control Delay (s/veh)		*7.7*		*9.8*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.8*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*72*	*155*	*26*	*77*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*72*	*155*	*26*	*77*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*98*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*98*	*0*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*26*		*139*				
C (m) (veh/h)		*1307*		*812*				
v/c		*0.02*		*0.17*				
95% queue length		*0.06*		*0.62*				
Control Delay (s/veh)		*7.8*		*10.3*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.3*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*85*	*227*	*13*	*112*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*85*	*227*	*13*	*112*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*548*		*58*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*548*	*0*	*58*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*13*		*606*				
C (m) (veh/h)		*1215*		*760*				
v/c		*0.01*		*0.80*				
95% queue length		*0.03*		*10.40*				
Control Delay (s/veh)		*8.0*		*27.5*				
LOS		*A*		*D*				
Approach Delay (s/veh)	--	--	*27.5*					
Approach LOS	--	--	*D*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	142	27	51	212	49
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	35	26	77	34	24	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	142	27	312		138		58	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.13	0.02	0.28		0.12		0.05	
hd, final value (s)	5.49	4.79	4.85		5.05		5.58	
x, final value	0.22	0.04	0.42		0.19		0.09	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	2.9		3.1		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	392	277	562		388		308	
Delay (s/veh)	9.71	7.66	11.36		9.26		9.14	
LOS	A	A	B		A		A	
Approach: Delay (s/veh)	9.38		11.36		9.26		9.14	
LOS	A		B		A		A	
Intersection Delay (s/veh)	10.25							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	190	44	54	159	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	27	20	64	61	35	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	190	44	256		111		96	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.2		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.2		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.17	0.04	0.23		0.10		0.09	
hd, final value (s)	5.49	4.79	4.98		5.14		5.58	
x, final value	0.29	0.06	0.35		0.16		0.15	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	3.0		3.1		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	440	294	506		361		346	
Delay (s/veh)	10.43	7.78	10.71		9.11		9.56	
LOS	B	A	B		A		A	
Approach: Delay (s/veh)	9.93		10.71		9.11		9.56	
LOS	A		B		A		A	
Intersection Delay (s/veh)	10.04							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	220	38	79	258	67
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	37	97	66	29	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	220	38	404		184		95	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.1		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.20	0.03	0.36		0.16		0.08	
hd, final value (s)	6.04	5.33	5.38		5.78		6.38	
x, final value	0.37	0.06	0.60		0.30		0.17	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.7	3.0	3.4		3.8		4.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	470	288	649		434		345	
Delay (s/veh)	12.27	8.35	16.50		11.20		10.68	
LOS	B	A	C		B		B	
Approach: Delay (s/veh)	11.70		16.50		11.20		10.68	
LOS	B		C		B		B	
Intersection Delay (s/veh)	13.56							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	84	194	13	124	45
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	50	83	22	8	305	6
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	84	194	182		155		319	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.2		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.07	0.17	0.16		0.14		0.28	
hd, final value (s)	6.35	5.64	5.91		5.90		5.61	
x, final value	0.15	0.30	0.30		0.25		0.50	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.0	3.3	3.9		3.9		3.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	334	444	432		405		569	
Delay (s/veh)	10.15	10.79	11.41		10.91		14.11	
LOS	B	B	B		B		B	
Approach: Delay (s/veh)	10.60		11.41		10.91		14.11	
LOS	B		B		B		B	
Intersection Delay (s/veh)	12.01							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	25	10	11	24	24
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	89	9	9	90	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	39		59		109		103	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.1	
Prop. Right-Turns	0.3		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.10		0.09	
hd, final value (s)	4.46		4.36		4.35		4.38	
x, final value	0.05		0.07		0.13		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.4		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	289		309		359		353	
Delay (s/veh)	7.68		7.70		8.01		8.00	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.68		7.70		8.01		8.00	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.91							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Belardo Road @ Arenas Road
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	17	8	15	19	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	72	28	17	94	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	29		56		104		120	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.1	
Prop. Right-Turns	0.3		0.4		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.0		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.09		0.11	
hd, final value (s)	4.47		4.39		4.21		4.33	
x, final value	0.04		0.07		0.12		0.14	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.4		2.2		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279		306		354		370	
Delay (s/veh)	7.63		7.71		7.79		8.05	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.63		7.71		7.79		8.05	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.86							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	34	6	19	21	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	113	29	27	79	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	45		86		146		117	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.5		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.08		0.13		0.10	
hd, final value (s)	4.69		4.43		4.37		4.50	
x, final value	0.06		0.11		0.18		0.15	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.4		2.4		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	295		336		396		367	
Delay (s/veh)	7.99		7.95		8.31		8.27	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.99		7.95		8.31		8.27	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.18							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	5	28	45	8	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	104	19	24	432	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	40		84		133		473	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.5		0.1		0.1	
Prop. Right-Turns	0.7		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.42	
hd, final value (s)	5.24		5.43		4.87		4.54	
x, final value	0.06		0.13		0.18		0.60	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.2		3.4		2.9		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	290		334		383		723	
Delay (s/veh)	8.57		9.22		8.93		14.21	
LOS	A		A		A		B	
Approach: Delay (s/veh)	8.57		9.22		8.93		14.21	
LOS	A		A		A		B	
Intersection Delay (s/veh)	12.36							
Intersection LOS	B							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*113*	*23*	*21*	*132*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*113*	*23*	*21*	*132*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*17*		*18*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*17*	*0*	*18*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*21*		*35*				
C (m) (veh/h)		*1412*		*788*				
v/c		*0.01*		*0.04*				
95% queue length		*0.05*		*0.14*				
Control Delay (s/veh)		*7.6*		*9.8*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.8*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*117*	*24*	*14*	*99*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*117*	*24*	*14*	*99*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*19*		*20*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*19*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*14*		*39*				
C (m) (veh/h)		*1406*		*812*				
v/c		*0.01*		*0.05*				
95% queue length		*0.03*		*0.15*				
Control Delay (s/veh)		*7.6*		*9.7*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.7*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*3*	*25*	*9*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*3*	*25*	*9*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*20*	*1*	*7*	*24*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*20*	*1*	*7*	*24*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*3*	*24*		*1*		*36*	
C (m) (veh/h)	*1540*	*1550*	*816*		*1033*		*848*	
v/c	*0.00*	*0.00*	*0.03*		*0.00*		*0.04*	
95% queue length	*0.00*	*0.01*	*0.09*		*0.00*		*0.13*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.4*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.4*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*2*	*20*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*2*	*20*	*11*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*19*	*1*	*8*	*21*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*19*	*1*	*8*	*21*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*2*	*19*		*1*		*35*	
C (m) (veh/h)	*1543*	*1553*	*810*		*1041*		*859*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.04*	
95% queue length	*0.01*	*0.00*	*0.07*		*0.00*		*0.13*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.6*		*8.5*		*9.4*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.4*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*130*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*130*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*117*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*117*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*117*		*4*
C (m) (veh/h)	*1395*					*956*		*1041*
v/c	*0.00*					*0.12*		*0.00*
95% queue length	*0.00*					*0.42*		*0.01*
Control Delay (s/veh)	*7.6*					*9.3*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.3*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*108*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*108*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*123*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*123*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*123*		*4*
C (m) (veh/h)	*1434*					*967*		*1054*
v/c	*0.00*					*0.13*		*0.00*
95% queue length	*0.01*					*0.44*		*0.01*
Control Delay (s/veh)	*7.5*					*9.3*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.2*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*35*	*1119*	*60*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*35*	*1119*	*60*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*38*	*6*	*21*	*15*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*38*	*6*	*21*	*15*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*35*	*36*					*44*
C (m) (veh/h)		*1585*	*224*					*189*
v/c		*0.02*	*0.16*					*0.23*
95% queue length		*0.07*	*0.57*					*0.90*
Control Delay (s/veh)		*7.3*	*24.1*					*29.8*
LOS		*A*	*C*					*D*
Approach Delay (s/veh)	--	--	*24.1*			*29.8*		
Approach LOS	--	--	*C*			*D*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		38	6	21	15					35	1119	60
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		44			36					35	1179	
Lane Group Capacity		197			165					1289	2564	
v/c Ratio		0.22			0.22					0.03	0.46	
Green Ratio		0.11			0.11					0.77	0.77	
Uniform Delay d_1		28.2			28.2					1.9	2.8	
Delay Factor k		0.11			0.11					0.11	0.11	
Incremental Delay d_2		0.6			0.7					0.0	0.1	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		28.8			28.8					1.9	3.0	
Lane Group LOS		C			C					A	A	
Approach Delay	28.8			28.8						2.9		
Approach LOS	C			C						A		
Intersection Delay	4.5			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*41*	*922*	*52*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*41*	*922*	*52*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*69*	*11*	*26*	*13*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*69*	*11*	*26*	*13*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*41*	*39*					*80*
C (m) (veh/h)		*1585*	*267*					*242*
v/c		*0.03*	*0.15*					*0.33*
95% queue length		*0.08*	*0.51*					*1.46*
Control Delay (s/veh)		*7.3*	*20.8*					*27.2*
LOS		*A*	*C*					*D*
Approach Delay (s/veh)	--	--	*20.8*			*27.2*		
Approach LOS	--	--	*C*			*D*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		69	11	26	13					41	922	52
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		80			39					41	974	
Lane Group Capacity		197			126					1289	2563	
v/c Ratio		0.41			0.31					0.03	0.38	
Green Ratio		0.11			0.11					0.77	0.77	
Uniform Delay d_1		28.8			28.5					1.9	2.6	
Delay Factor k		0.11			0.11					0.11	0.11	
Incremental Delay d_2		1.4			1.4					0.0	0.1	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		30.2			29.9					1.9	2.7	
Lane Group LOS		C			C					A	A	
Approach Delay	30.2			29.9						2.6		
Approach LOS	C			C						A		
Intersection Delay	5.5			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*50*	*1379*	*81*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*50*	*1379*	*81*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*74*	*12*	*16*	*20*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*74*	*12*	*16*	*20*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*50*	*36*					*86*
C (m) (veh/h)		*1585*	*114*					*124*
v/c		*0.03*	*0.32*					*0.69*
95% queue length		*0.10*	*1.34*					*5.31*
Control Delay (s/veh)		*7.3*	*51.0*					*93.4*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*51.0*			*93.4*		
Approach LOS	--	--	*F*			*F*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		74	12	16	20					50	1379	81
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		86			36					50	1460	
Lane Group Capacity		197			147					1289	2563	
v/c Ratio		0.44			0.24					0.04	0.57	
Green Ratio		0.11			0.11					0.77	0.77	
Uniform Delay d_1		28.9			28.2					1.9	3.3	
Delay Factor k		0.11			0.11					0.11	0.16	
Incremental Delay d_2		1.6			0.9					0.0	0.3	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		30.5			29.1					1.9	3.6	
Lane Group LOS		C			C					A	A	
Approach Delay	30.5			29.1						3.5		
Approach LOS	C			C						A		
Intersection Delay	5.5			Intersection LOS						A		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	42	0	18	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	47	41	0	0	44	31
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	60				88		44	31
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.05				0.08		0.04	0.03
hd, final value (s)	4.37				4.47		4.84	4.14
x, final value	0.07				0.11		0.06	0.04
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.4				2.5		2.5	1.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310				338		294	281
Delay (s/veh)	7.71				8.01		7.85	7.00
LOS	A				A		A	A
Approach: Delay (s/veh)	7.71				8.01		7.50	
LOS	A				A		A	
Intersection Delay (s/veh)	7.76							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	0	32	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	41	51	0	0	48	27
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	106				92		48	27
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.4		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.09				0.08		0.04	0.02
hd, final value (s)	4.38				4.57		4.96	4.26
x, final value	0.13				0.12		0.07	0.03
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.4				2.6		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	356				342		298	277
Delay (s/veh)	8.03				8.17		8.02	7.10
LOS	A				A		A	A
Approach: Delay (s/veh)	8.03				8.17		7.69	
LOS	A				A		A	
Intersection Delay (s/veh)	7.98							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	81	0	35	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	64	69	0	0	55	43
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	116				133		55	43
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.10				0.12		0.05	0.04
hd, final value (s)	4.53				4.63		5.03	4.33
x, final value	0.15				0.17		0.08	0.05
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.5				2.6		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	366				383		305	293
Delay (s/veh)	8.31				8.59		8.15	7.27
LOS	A				A		A	A
Approach: Delay (s/veh)	8.31				8.59		7.76	
LOS	A				A		A	
Intersection Delay (s/veh)	8.26							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	96	0	11	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	157	0	0	315	63
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	107				164		315	63
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.10				0.15		0.28	0.06
hd, final value (s)	5.42				4.89		5.10	4.40
x, final value	0.16				0.22		0.45	0.08
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.4				2.9		2.8	2.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	357				414		565	313
Delay (s/veh)	9.46				9.29		11.89	7.46
LOS	A				A		B	A
Approach: Delay (s/veh)	9.46				9.29		11.15	
LOS	A				A		B	
Intersection Delay (s/veh)	10.40							
Intersection LOS	B							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*21*	*25*	*37*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*21*	*25*	*37*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*16*		*37*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*16*	*0*	*37*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*25*		*53*				
C (m) (veh/h)		*1491*		*927*				
v/c		*0.02*		*0.06*				
95% queue length		*0.05*		*0.18*				
Control Delay (s/veh)		*7.5*		*9.1*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.1*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*29*	*32*	*48*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*29*	*32*	*48*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*19*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*19*	*0*	*41*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*32*		*60*				
C (m) (veh/h)		*1481*		*907*				
v/c		*0.02*		*0.07*				
95% queue length		*0.07*		*0.21*				
Control Delay (s/veh)		*7.5*		*9.3*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.3*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*77*	*35*	*41*	*49*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*77*	*35*	*41*	*49*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*25*		*56*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*25*	*0*	*56*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*41*		*81*				
C (m) (veh/h)		*1441*		*867*				
v/c		*0.03*		*0.09*				
95% queue length		*0.09*		*0.31*				
Control Delay (s/veh)		*7.6*		*9.6*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.6*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*123*	*20*	*51*	*275*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*123*	*20*	*51*	*275*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*27*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*27*	*0*	*41*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*51*		*68*				
C (m) (veh/h)		*1404*		*679*				
v/c		*0.04*		*0.10*				
95% queue length		*0.11*		*0.33*				
Control Delay (s/veh)		*7.7*		*10.9*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.9*					
Approach LOS	--	--	*B*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	0	17	8	13	11
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	32	44	0	0	33	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	34		32		76		52	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.4		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.4	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.03		0.07		0.05	
hd, final value (s)	4.16		4.20		4.32		4.04	
x, final value	0.04		0.04		0.09		0.06	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.2		2.2		2.3		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	284		282		326		302	
Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.32		7.36		7.75		7.29	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.49							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	31	0	31	14	11	14
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	35	0	0	51	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	62		39		63		68	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.4		0.4		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.3	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.03		0.06		0.06	
hd, final value (s)	4.18		4.26		4.42		4.18	
x, final value	0.07		0.05		0.08		0.08	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.2		2.3		2.4		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	312		289		313		318	
Delay (s/veh)	7.50		7.46		7.79		7.54	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.50		7.46		7.79		7.54	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.58							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	34	0	34	14	17	17
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	43	61	0	0	48	26
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	68		48		104		74	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.4		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.4	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.04		0.09		0.07	
hd, final value (s)	4.30		4.37		4.46		4.21	
x, final value	0.08		0.06		0.13		0.09	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.3		2.4		2.5		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	318		298		354		324	
Delay (s/veh)	7.68		7.64		8.12		7.60	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.68		7.64		8.12		7.60	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.81							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Main Street
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1

Project ID DT PS

East/West Street: Main Street

North/South Street: Belardo Road

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	31	0	31	14	0	9
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	22	103	0	0	269	33
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	62		23		125		302	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.2		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.02		0.11		0.27	
hd, final value (s)	4.85		4.99		4.61		4.33	
x, final value	0.08		0.03		0.16		0.36	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		3.0		2.6		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	312		273		375		552	
Delay (s/veh)	8.29		8.16		8.49		9.80	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.29		8.16		8.49		9.80	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.22							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	74	92			142	81	71	1119	115			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	74	92			142	81		1305				
Lane Group Capacity	211	322			322	1495		4297				
v/c Ratio	0.35	0.29			0.44	0.05		0.30				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	21.4	21.1			21.8	0.0		3.8				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	1.0	0.5			1.0	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	22.4	21.6			22.7	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	22.0			14.5			3.8					
Approach LOS	C			B			A					
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	*1*	*1*			*1*	*1*	*0*	*4*	*0*			
Lane Group	*L*	*T*			*T*	*R*		*LTR*				
Volume (vph)	*310*	*182*			*87*	*94*	*101*	*1427*	*152*			
% Heavy Vehicles	*8*	*8*			*8*	*8*	*8*	*8*	*8*			
PHF	*1.00*	*1.00*			*1.00*	*1.00*	*1.00*	*1.00*	*1.00*			
Pretimed/Actuated (P/A)	*A*	*A*			*A*	*A*	*A*	*A*	*A*			
Startup Lost Time	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*				
Extension of Effective Green	*2.0*	*2.0*			*2.0*	*2.0*		*2.0*				
Arrival Type	*3*	*3*			*3*	*3*		*3*				
Unit Extension	*3.0*	*3.0*			*3.0*	*3.0*		*3.0*				
Ped/Bike/RTOR Volume	*0*	*0*		*0*	*0*	*0*	*0*	*0*	*0*			
Lane Width	*12.0*	*12.0*			*12.0*	*12.0*		*12.0*				
Parking/Grade/Parking	*N*	*0*	*N*	*N*	*0*	*N*	*N*	*0*	*N*			
Parking/Hour												
Bus Stops/Hour	*0*	*0*			*0*	*0*		*0*				
Minimum Pedestrian Time		*3.2*			*3.2*			*3.2*				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = *19.0*	G =	G =	G =	G = *33.0*	G =	G =	G =
	Y = *4*	Y =	Y =	Y =	Y = *4*	Y =	Y =	Y =
Duration of Analysis (hrs) = *1.00*						Cycle Length C = *60.0*		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	*310*	*182*			*87*	*94*		*1680*				
Lane Group Capacity	*390*	*557*			*557*	*1495*		*3456*				
v/c Ratio	*0.79*	*0.33*			*0.16*	*0.06*		*0.49*				
Green Ratio	*0.32*	*0.32*			*0.32*	*1.00*		*0.55*				
Uniform Delay d_1	*18.7*	*15.6*			*14.7*	*0.0*		*8.3*				
Delay Factor k	*0.34*	*0.11*			*0.11*	*0.11*		*0.11*				
Incremental Delay d_2	*11.8*	*0.3*			*0.1*	*0.0*		*0.1*				
PF Factor	*1.000*	*1.000*			*1.000*	*0.950*		*1.000*				
Control Delay	*30.5*	*16.0*			*14.9*	*0.0*		*8.4*				
Lane Group LOS	*C*	*B*			*B*	*A*		*A*				
Approach Delay	*25.1*			*7.2*			*8.4*					
Approach LOS	*C*			*A*			*A*					
Intersection Delay	*11.8*			Intersection LOS						*B*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	136	135			177	102	130	1383	100			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 13.0	G =	G =	G =	G = 39.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	136	135			177	102		1613				
Lane Group Capacity	225	381			381	1495		4098				
v/c Ratio	0.60	0.35			0.46	0.07		0.39				
Green Ratio	0.22	0.22			0.22	1.00		0.65				
Uniform Delay d_1	21.2	19.9			20.5	0.0		4.9				
Delay Factor k	0.19	0.11			0.11	0.11		0.11				
Incremental Delay d_2	4.7	0.6			0.9	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	25.8	20.5			21.4	0.0		5.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	23.2			13.6			5.0					
Approach LOS	C			B			A					
Intersection Delay	8.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	58	20			35	69	44	1313	36			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	58	20			104			1393				
Lane Group Capacity	138	276			252			4630				
v/c Ratio	0.42	0.07			0.41			0.30				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.6	25.2			26.6			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	2.1	0.1			1.1			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.7	25.3			27.7			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	27.8			27.7			3.3					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	248	42			14	73	27	1186	34			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 22.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	248	42			87			1247				
Lane Group Capacity	371	553			490			3633				
v/c Ratio	0.67	0.08			0.18			0.34				
Green Ratio	0.31	0.31			0.31			0.57				
Uniform Delay d_1	20.8	16.9			17.4			8.0				
Delay Factor k	0.24	0.11			0.11			0.11				
Incremental Delay d_2	4.7	0.1			0.2			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.5	16.9			17.6			8.1				
Lane Group LOS	C	B			B			A				
Approach Delay	24.3			17.6			8.1					
Approach LOS	C			B			A					
Intersection Delay	11.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	100	29			41	117	40	1404	45			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	100	29			158			1489				
Lane Group Capacity	165	377			339			4265				
v/c Ratio	0.61	0.08			0.47			0.35				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d_1	24.8	22.0			24.0			4.9				
Delay Factor k	0.19	0.11			0.11			0.11				
Incremental Delay d_2	6.4	0.1			1.0			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	31.2	22.1			25.0			5.0				
Lane Group LOS	C	C			C			A				
Approach Delay	29.2			25.0			5.0					
Approach LOS	C			C			A					
Intersection Delay	8.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	89	195			367	167	537	1132	168			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 18.0	G =	G =	G = 29.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	89	195			367	167		1837				
Lane Group Capacity	263	276			452	1929		2573				
v/c Ratio	0.34	0.71			0.81	0.09		0.71				
Green Ratio	0.16	0.16			0.26	0.73		0.41				
Uniform Delay d_1	26.3	28.0			24.4	2.8		17.1				
Delay Factor k	0.11	0.27			0.35	0.11		0.28				
Incremental Delay d_2	0.8	8.4			11.7	0.0		1.0				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.0	36.3			36.2	2.8		18.0				
Lane Group LOS	C	D			D	A		B				
Approach Delay	33.4			25.7			18.0					
Approach LOS	C			C			B					
Intersection Delay	21.2			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	114	352			223	143	157	971	119			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 18.0	G = 12.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	114	352			223	143		1247				
Lane Group Capacity	430	452			302	1664		2504				
v/c Ratio	0.27	0.78			0.74	0.09		0.50				
Green Ratio	0.26	0.26			0.17	0.63		0.40				
Uniform Delay d_1	20.7	24.2			27.5	5.1		15.7				
Delay Factor k	0.11	0.33			0.30	0.11		0.11				
Incremental Delay d_2	0.3	9.0			9.8	0.0		0.2				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	21.1	33.1			37.3	5.1		15.9				
Lane Group LOS	C	C			D	A		B				
Approach Delay	30.2			24.7			15.9					
Approach LOS	C			C			B					
Intersection Delay	20.6			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	126	263			456	182	610	1201	194			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 12.0	G = 20.0	G =	G =	G = 26.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	126	263			456	182		2005				
Lane Group Capacity	286	302			503	1891		2304				
v/c Ratio	0.44	0.87			0.91	0.10		0.87				
Green Ratio	0.17	0.17			0.29	0.71		0.37				
Uniform Delay d_1	26.0	28.2			24.1	3.1		20.4				
Delay Factor k	0.11	0.40			0.43	0.11		0.40				
Incremental Delay d_2	1.1	28.6			25.7	0.0		4.1				
PF Factor	1.000	1.000			1.000	1.000		1.000				
Control Delay	27.1	56.8			49.8	3.1		24.5				
Lane Group LOS	C	E			D	A		C				
Approach Delay	47.2			36.5			24.5					
Approach LOS	D			D			C					
Intersection Delay	30.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	68	43			53	29	73	1754	74			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	68	43			82			1901				
Lane Group Capacity	161	276			263			4619				
v/c Ratio	0.42	0.16			0.31			0.41				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.6	25.5			26.1			3.7				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.8	0.3			0.7			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.4	25.8			26.8			3.7				
Lane Group LOS	C	C			C			A				
Approach Delay	27.4			26.8			3.7					
Approach LOS	C			C			A					
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	60	59			35	30	44	1181	67			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	60	59			65			1292				
Lane Group Capacity	181	276			259			4611				
v/c Ratio	0.33	0.21			0.25			0.28				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.2	25.7			25.9			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.1	0.4			0.5			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.3	26.1			26.4			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	26.7			26.4			3.3					
Approach LOS	C			C			A					
Intersection Delay	6.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	95	55			57	49	103	1860	99			
% Heavy Vehicles	8	8			8	8	8	8	8			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	95	55			106			2062				
Lane Group Capacity	155	302			283			4520				
v/c Ratio	0.61	0.18			0.37			0.46				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	26.8	24.8			25.7			4.2				
Delay Factor k	0.20	0.11			0.11			0.11				
Incremental Delay d_2	7.2	0.3			0.8			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	34.1	25.1			26.5			4.3				
Lane Group LOS	C	C			C			A				
Approach Delay	30.8			26.5			4.3					
Approach LOS	C			C			A					
Intersection Delay	7.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		85	30	108	142					90	1403	106
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		85	30	108	142						1599	
Lane Group Capacity		264	1495	185	264						3391	
v/c Ratio		0.32	0.02	0.58	0.54						0.47	
Green Ratio		0.15	1.00	0.15	0.15						0.72	
Uniform Delay d_1		22.8	0.0	23.8	23.6						3.6	
Delay Factor k		0.11	0.11	0.18	0.14						0.11	
Incremental Delay d_2		0.7	0.0	4.8	2.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		23.5	0.0	28.5	25.8						3.7	
Lane Group LOS		C	A	C	C						A	
Approach Delay	17.4			27.0						3.7		
Approach LOS	B			C						A		
Intersection Delay	7.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		387	23	78	49					83	929	39
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 32.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		387	23	78	49						1051	
Lane Group Capacity		586	1495	204	586						2532	
v/c Ratio		0.66	0.02	0.38	0.08						0.42	
Green Ratio		0.33	1.00	0.33	0.33						0.53	
Uniform Delay d_1		17.1	0.0	15.3	13.7						8.4	
Delay Factor k		0.24	0.11	0.11	0.11						0.11	
Incremental Delay d_2		2.8	0.0	1.2	0.1						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		19.9	0.0	16.5	13.8						8.5	
Lane Group LOS		B	A	B	B						A	
Approach Delay	18.8			15.4						8.5		
Approach LOS	B			B						A		
Intersection Delay	11.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		145	49	140	168					119	1647	127
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		145	49	140	168						1893	
Lane Group Capacity		322	1495	209	322						3231	
v/c Ratio		0.45	0.03	0.67	0.52						0.59	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		21.8	0.0	22.8	22.1						5.0	
Delay Factor k		0.11	0.11	0.24	0.13						0.18	
Incremental Delay d_2		1.0	0.0	8.4	1.5						0.3	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.8	0.0	31.2	23.7						5.3	
Lane Group LOS		C	A	C	C						A	
Approach Delay	17.1			27.1						5.3		
Approach LOS	B			C						A		
Intersection Delay	9.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		155	119	162	771					149	828	94
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 20.0	G = 16.0	G =	G =	G = 22.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		274		162	771						977	94
Lane Group Capacity		473		382	1005						1993	1495
v/c Ratio		0.58		0.42	0.77						0.49	0.06
Green Ratio		0.29		0.23	0.57						0.31	1.00
Uniform Delay d_1		21.4		23.1	11.4						19.5	0.0
Delay Factor k		0.17		0.11	0.32						0.11	0.11
Incremental Delay d_2		1.8		0.8	3.7						0.2	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		23.2		23.8	15.2						19.6	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay	23.2			16.7						17.9		
Approach LOS	C			B						B		
Intersection Delay	18.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		360	498	154	220					106	773	55
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 37.0	G = 11.0	G =	G =	G = 10.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		858		154	220						879	55
Lane Group Capacity		857		263	1307						907	1495
v/c Ratio		1.00		0.59	0.17						0.97	0.04
Green Ratio		0.53		0.16	0.74						0.14	1.00
Uniform Delay d_1		16.5		27.4	2.6						29.8	0.0
Delay Factor k		0.50		0.18	0.11						0.48	0.11
Incremental Delay d_2		62.6		3.4	0.1						36.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		79.1		30.8	2.7						65.8	0.0
Lane Group LOS		E		C	A						E	A
Approach Delay	79.1			14.3						62.0		
Approach LOS	E			B						E		
Intersection Delay	60.5			Intersection LOS						E		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T						LT	R
Volume (vph)		360	498	154	220					106	773	55
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	2.0
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	2.0
Arrival Type		3	3	3	3						3	3
Unit Extension		3.0	3.0	3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 33.0	G = 11.0	G =	G =	G = 14.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		360	498	154	220						879	55
Lane Group Capacity		829	705	263	1206						1270	1495
v/c Ratio		0.43	0.71	0.59	0.18						0.69	0.04
Green Ratio		0.47	0.47	0.16	0.69						0.20	1.00
Uniform Delay d_1		12.3	14.7	27.4	4.0						26.0	0.0
Delay Factor k		0.11	0.27	0.18	0.11						0.26	0.11
Incremental Delay d_2		0.4	3.3	3.4	0.1						1.7	0.0
PF Factor		1.000	1.000	1.000	1.000						1.000	0.950
Control Delay		12.7	18.0	30.8	4.0						27.6	0.0
Lane Group LOS		B	B	C	A						C	A
Approach Delay	15.7			15.0						26.0		
Approach LOS	B			B						C		
Intersection Delay	20.1			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		205	188	239	821					197	1071	132
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 23.0	G = 15.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		393		239	821						1268	132
Lane Group Capacity		541		358	1055						1811	1495
v/c Ratio		0.73		0.67	0.78						0.70	0.09
Green Ratio		0.33		0.21	0.60						0.29	1.00
Uniform Delay d_1		20.7		25.2	10.5						22.3	0.0
Delay Factor k		0.29		0.24	0.33						0.27	0.11
Incremental Delay d_2		5.0		4.8	3.9						1.2	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		25.7		30.0	14.4						23.6	0.0
Lane Group LOS		C		C	B						C	A
Approach Delay	25.7			17.9						21.3		
Approach LOS	C			B						C		
Intersection Delay	20.7			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		29	24	49	69					57	1026	66
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		53		49	69						1149	
Lane Group Capacity		189		137	201						3656	
v/c Ratio		0.28		0.36	0.34						0.31	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.4		28.6	28.6						2.4	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		1.6	1.0						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.2		30.2	29.6						2.5	
Lane Group LOS		C		C	C						A	
Approach Delay	29.2			29.9						2.5		
Approach LOS	C			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		61	35	34	43					40	1314	49
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		96		34	43						1403	
Lane Group Capacity		191		103	201						3672	
v/c Ratio		0.50		0.33	0.21						0.38	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		29.1		28.5	28.1						2.6	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		2.1		1.9	0.5						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		31.3		30.4	28.7						2.7	
Lane Group LOS		C		C	C						A	
Approach Delay	31.3			29.5						2.7		
Approach LOS	C			C						A		
Intersection Delay	5.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*Year 2017+Phase 1+Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		62	42	49	80					92	1325	73
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		104		49	80						1490	
Lane Group Capacity		214		103	226						3590	
v/c Ratio		0.49		0.48	0.35						0.42	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.3		28.3	27.8						3.0	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.7		3.5	1.0						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.1		31.8	28.8						3.1	
Lane Group LOS		C		C	C						A	
Approach Delay	30.1			29.9						3.1		
Approach LOS	C			C						A		
Intersection Delay	6.7			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*51*	*87*	*31*	*106*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*51*	*87*	*31*	*106*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*212*		*40*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*212*	*0*	*40*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*31*		*252*				
C (m) (veh/h)		*1410*		*771*				
v/c		*0.02*		*0.33*				
95% queue length		*0.07*		*1.45*				
Control Delay (s/veh)		*7.6*		*11.9*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.9*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*92*	*384*	*18*	*64*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*92*	*384*	*18*	*64*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*63*		*24*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*63*	*0*	*24*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*18*		*87*				
C (m) (veh/h)		*1056*		*812*				
v/c		*0.02*		*0.11*				
95% queue length		*0.05*		*0.36*				
Control Delay (s/veh)		*8.5*		*10.0*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*10.0*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*73*	*160*	*26*	*99*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*73*	*160*	*26*	*99*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*238*		*41*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*238*	*0*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*26*		*279*				
C (m) (veh/h)		*1300*		*763*				
v/c		*0.02*		*0.37*				
95% queue length		*0.06*		*1.72*				
Control Delay (s/veh)		*7.8*		*12.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*111*	*724*	*13*	*112*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*111*	*724*	*13*	*112*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*559*		*58*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*559*	*0*	*58*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*13*		*617*				
C (m) (veh/h)		*773*		*731*				
v/c		*0.02*		*0.84*				
95% queue length		*0.05*		*13.19*				
Control Delay (s/veh)		*9.7*		*34.4*				
LOS		*A*		*D*				
Approach Delay (s/veh)	--	--	*34.4*					
Approach LOS	--	--	*D*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	150	28	51	612	193
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	42	77	37	24	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	150	28	856		193		61	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.4		0.6	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.0		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.13	0.02	0.76		0.17		0.05	
hd, final value (s)	6.39	5.68	5.20		6.34		7.01	
x, final value	0.27	0.04	1.24		0.34		0.12	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.1	3.4	3.2		4.3		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	400	278	856		443		311	
Delay (s/veh)	11.40	8.64	459.27		12.60		10.96	
LOS	B	A	F		B		B	
Approach: Delay (s/veh)	10.97		459.27		12.60		10.96	
LOS	B		F		B		B	
Intersection Delay (s/veh)	309.15							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	573	81	54	167	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	28	20	64	220	52	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	573	81	267		112		272	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.6		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1		-0.2		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.51	0.07	0.24		0.10		0.24	
hd, final value (s)	6.63	5.92	6.78		7.36		7.20	
x, final value	1.06	0.13	0.50		0.23		0.54	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.3	3.6	4.8		5.4		5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	573	331	511		362		485	
Delay (s/veh)	181.83	9.52	16.59		12.55		18.68	
LOS	F	A	C		B		C	
Approach: Delay (s/veh)	160.49		16.59		12.55		18.68	
LOS	F		C		B		C	
Intersection Delay (s/veh)	88.80							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	227	38	79	657	211
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	89	53	97	69	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	227	38	947		239		99	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.4		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		-0.0		0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.20	0.03	0.84		0.21		0.09	
hd, final value (s)	6.90	6.18	5.81		6.77		7.56	
x, final value	0.44	0.07	1.53		0.45		0.21	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.6	3.9	3.8		4.8		5.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	477	288	947		489		349	
Delay (s/veh)	14.89	9.31	974.70		15.25		12.53	
LOS	B	A	F		C		B	
Approach: Delay (s/veh)	14.09		974.70		15.25		12.53	
LOS	B		F		C		B	
Intersection Delay (s/veh)	601.07							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	296	463	13	133	48
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	51	83	22	33	525	7
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	296	463	194		156		565	
% Heavy Vehicles	8	8	8		8		8	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.1	
Prop. Right-Turns	0.0	1.0	0.2		0.1		0.0	
Prop. Heavy Vehicle	0.1	0.1	0.1		0.1		0.1	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.26	0.41	0.17		0.14		0.50	
hd, final value (s)	7.76	7.04	8.15		8.30		7.11	
x, final value	0.64	0.91	0.44		0.36		1.12	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	5.5	4.7	6.1		6.3		5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	463	511	429		406		565	
Delay (s/veh)	23.87	61.45	17.48		15.95		274.20	
LOS	C	F	C		C		F	
Approach: Delay (s/veh)	46.79		17.48		15.95		274.20	
LOS	E		C		C		F	
Intersection Delay (s/veh)	117.27							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	25	10	11	30	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	123	9	9	91	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	39		87		143		104	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.1	
Prop. Right-Turns	0.3		0.5		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.08		0.13		0.09	
hd, final value (s)	4.58		4.37		4.43		4.49	
x, final value	0.05		0.11		0.18		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.4		2.4		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	289		337		393		354	
Delay (s/veh)	7.82		7.88		8.37		8.15	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.82		7.88		8.37		8.15	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.14							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	23	8	15	19	22
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	73	28	39	127	9
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	35		56		105		175	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.2	
Prop. Right-Turns	0.2		0.4		0.3		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.0		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.09		0.16	
hd, final value (s)	4.63		4.54		4.29		4.38	
x, final value	0.05		0.07		0.13		0.21	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.5		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	285		306		355		425	
Delay (s/veh)	7.85		7.88		7.91		8.57	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.85		7.88		7.91		8.57	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.21							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	34	6	19	27	69
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	146	29	28	79	11
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	45		115		179		118	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.6		0.2		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		-0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.10		0.16		0.10	
hd, final value (s)	4.83		4.47		4.47		4.62	
x, final value	0.06		0.14		0.22		0.15	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.5		2.5		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	295		365		429		368	
Delay (s/veh)	8.14		8.22		8.75		8.45	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.14		8.22		8.75		8.45	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.48							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	12	28	45	8	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	10	105	19	43	902	17
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	47		84		134		962	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.5		0.1		0.0	
Prop. Right-Turns	0.6		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.0		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.86	
hd, final value (s)	6.12		6.24		5.33		4.65	
x, final value	0.08		0.15		0.20		1.24	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.1		4.2		3.3		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	297		334		384		962	
Delay (s/veh)	9.65		10.30		9.65		466.92	
LOS	A		B		A		F	
Approach: Delay (s/veh)	9.65		10.30		9.65		466.92	
LOS	A		B		A		F	
Intersection Delay (s/veh)	368.20							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*117*	*24*	*21*	*330*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*117*	*24*	*21*	*330*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*34*		*31*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*34*	*0*	*31*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*21*		*65*				
C (m) (veh/h)		*1406*		*656*				
v/c		*0.01*		*0.10*				
95% queue length		*0.05*		*0.33*				
Control Delay (s/veh)		*7.6*		*11.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*294*	*39*	*27*	*103*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*294*	*39*	*27*	*103*	*0*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*19*		*20*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*19*	*0*	*20*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*8*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*39*				
C (m) (veh/h)		*1193*		*625*				
v/c		*0.02*		*0.06*				
95% queue length		*0.07*		*0.20*				
Control Delay (s/veh)		*8.1*		*11.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*26*	*0*	*3*	*25*	*15*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*26*	*0*	*3*	*25*	*15*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*44*	*1*	*7*	*24*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*44*	*1*	*7*	*24*	*5*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*2*	*3*	*48*		*1*		*36*	
C (m) (veh/h)	*1532*	*1550*	*805*		*1033*		*839*	
v/c	*0.00*	*0.00*	*0.06*		*0.00*		*0.04*	
95% queue length	*0.00*	*0.01*	*0.19*		*0.00*		*0.13*	
Control Delay (s/veh)	*7.4*	*7.3*	*9.8*		*8.5*		*9.5*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.7*			*9.5*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*20*	*4*	*2*	*20*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*20*	*4*	*2*	*20*	*11*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*20*	*1*	*14*	*43*	*6*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*20*	*1*	*14*	*43*	*6*
Percent Heavy Vehicles	*8*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*2*	*20*		*1*		*63*	
C (m) (veh/h)	*1543*	*1553*	*810*		*1041*		*844*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.07*	
95% queue length	*0.01*	*0.00*	*0.08*		*0.00*		*0.24*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.6*		*8.5*		*9.6*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.6*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*16*			*20*	*345*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*2*	*16*	*0*	*0*	*20*	*345*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*121*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*121*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*2*					*121*		*4*
C (m) (veh/h)	*1161*					*955*		*1041*
v/c	*0.00*					*0.13*		*0.00*
95% queue length	*0.01*					*0.43*		*0.01*
Control Delay (s/veh)	*8.1*					*9.3*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.3*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*11*			*10*	*112*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*11*	*0*	*0*	*10*	*112*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*316*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*316*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*316*		*4*
C (m) (veh/h)	*1429*					*967*		*1054*
v/c	*0.00*					*0.33*		*0.00*
95% queue length	*0.01*					*1.45*		*0.01*
Control Delay (s/veh)	*7.5*					*10.5*		*8.4*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*10.5*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*35*	*1263*	*233*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*35*	*1263*	*233*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*42*	*7*	*21*	*58*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*42*	*7*	*21*	*58*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*35*	*79*					*49*
C (m) (veh/h)		*1585*	*124*					*138*
v/c		*0.02*	*0.64*					*0.36*
95% queue length		*0.07*	*4.40*					*1.59*
Control Delay (s/veh)		*7.3*	*81.5*					*45.3*
LOS		*A*	*F*					*E*
Approach Delay (s/veh)	--	--	*81.5*			*45.3*		
Approach LOS	--	--	*F*			*E*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2017+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		42	7	21	58					35	1263	233
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		49			79					35	1496	
Lane Group Capacity		197			182					1289	2523	
v/c Ratio		0.25			0.43					0.03	0.59	
Green Ratio		0.11			0.11					0.77	0.77	
Uniform Delay d_1		28.3			28.9					1.9	3.4	
Delay Factor k		0.11			0.11					0.11	0.18	
Incremental Delay d_2		0.7			1.7					0.0	0.4	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		28.9			30.6					1.9	3.7	
Lane Group LOS		C			C					A	A	
Approach Delay	28.9			30.6						3.7		
Approach LOS	C			C						A		
Intersection Delay	5.7			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*41*	*924*	*55*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*41*	*924*	*55*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*247*	*40*	*26*	*14*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*247*	*40*	*26*	*14*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*41*	*40*					*287*
C (m) (veh/h)		*1585*	*0*					*242*
v/c		*0.03*						*1.19*
95% queue length		*0.08*						*34.85*
Control Delay (s/veh)		*7.3*						*431.7*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*431.7*					
Approach LOS	--	--	*F*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2017+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		247	40	26	14					41	924	55
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 17.0	G =	G =	G =	G = 45.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		287			40					41	979	
Lane Group Capacity		419			262					1074	2135	
v/c Ratio		0.68			0.15					0.04	0.46	
Green Ratio		0.24			0.24					0.64	0.64	
Uniform Delay d_1		24.1			20.8					4.6	6.3	
Delay Factor k		0.25			0.11					0.11	0.11	
Incremental Delay d_2		4.7			0.3					0.0	0.2	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		28.8			21.1					4.6	6.5	
Lane Group LOS		C			C					A	A	
Approach Delay	28.8			21.1						6.4		
Approach LOS	C			C						A		
Intersection Delay	11.6			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*50*	*1524*	*254*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*50*	*1524*	*254*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*78*	*13*	*16*	*64*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*78*	*13*	*16*	*64*	*0*
Percent Heavy Vehicles	*0*	*8*	*8*	*8*	*8*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*50*	*80*					*91*
C (m) (veh/h)		*1585*	*50*					*90*
v/c		*0.03*	*1.60*					*1.01*
95% queue length		*0.10*	*20.78*					*11.94*
Control Delay (s/veh)		*7.3*	*1323*					*325.0*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*1323*			*325.0*		
Approach LOS	--	--	*F*			*F*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2017+Phase 1 W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		78	13	16	64					50	1524	254
% Heavy Vehicles		8	8	8	8					8	8	8
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		91			80					50	1778	
Lane Group Capacity		197			153					1289	2529	
v/c Ratio		0.46			0.52					0.04	0.70	
Green Ratio		0.11			0.11					0.77	0.77	
Uniform Delay d_1		29.0			29.2					1.9	4.0	
Delay Factor k		0.11			0.13					0.11	0.27	
Incremental Delay d_2		1.7			3.3					0.0	0.9	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		30.7			32.5					1.9	4.9	
Lane Group LOS		C			C					A	A	
Approach Delay	30.7			32.5						4.8		
Approach LOS	C			C						A		
Intersection Delay	7.1			Intersection LOS						A		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Midday Peak Hour

Site Information

Intersection	Belardo Road @ Museum Way
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1 W/ Park

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	0	19	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	185	43	0	0	115	123
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	64				228		115	123
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.8		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.3		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.06				0.20		0.10	0.11
hd, final value (s)	5.04				4.71		4.99	4.29
x, final value	0.09				0.30		0.16	0.15
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.0				2.7		2.7	2.0

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314				478		365	373
Delay (s/veh)	8.53				9.72		8.64	7.72
LOS	A				A		A	A
Approach: Delay (s/veh)	8.53				9.72		8.17	
LOS	A				A		A	
Intersection Delay (s/veh)	8.88							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	PM Peak Hour

Site Information

Intersection	Belardo Road @ Museum Way
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1 W/ Park

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	267	0	114	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	44	146	0	0	50	29
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	381				190		50	29
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.2		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.34				0.17		0.04	0.03
hd, final value (s)	4.72				5.31		5.88	5.17
x, final value	0.50				0.28		0.08	0.04
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.7				3.3		3.6	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	631				440		300	279
Delay (s/veh)	12.42				10.37		9.10	8.09
LOS	B				B		A	A
Approach: Delay (s/veh)	12.42				10.37		8.73	
LOS	B				B		A	
Intersection Delay (s/veh)	11.37							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Saturday Peak Hour

Site Information

Intersection	Belardo Road @ Museum Way
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1 W/ Park

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	84	0	36	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	203	71	0	0	125	135
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	120				274		125	135
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.7		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.3		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.11				0.24		0.11	0.12
hd, final value (s)	5.23				4.91		5.23	4.52
x, final value	0.17				0.37		0.18	0.17
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.2				2.9		2.9	2.2

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	370				524		375	385
Delay (s/veh)	9.33				10.84		9.09	8.15
LOS	A				B		A	A
Approach: Delay (s/veh)	9.33				10.84		8.60	
LOS	A				B		A	
Intersection Delay (s/veh)	9.67							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Museum Way
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1 W/ Park

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	379	0	42	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	7	396	0	0	322	68
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	421				403		322	68
% Heavy Vehicles	8				8		8	8
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.1				0.1		0.1	0.1
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.3				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.37				0.36		0.29	0.06
hd, final value (s)	6.49				6.43		6.93	6.21
x, final value	0.76				0.72		0.62	0.12
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	4.5				4.4		4.6	3.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	539				545		502	318
Delay (s/veh)	29.05				25.46		20.76	9.74
LOS	D				D		C	A
Approach: Delay (s/veh)	29.05				25.46		18.84	
LOS	D				D		C	
Intersection Delay (s/veh)	24.58							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*107*	*50*	*69*	*65*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*107*	*50*	*69*	*65*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*44*		*121*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*44*	*0*	*121*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*69*		*165*				
C (m) (veh/h)		*1387*		*803*				
v/c		*0.05*		*0.21*				
95% queue length		*0.16*		*0.77*				
Control Delay (s/veh)		*7.7*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*104*	*81*	*82*	*82*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*104*	*81*	*82*	*82*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*48*		*85*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*48*	*0*	*85*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*82*		*133*				
C (m) (veh/h)		*1354*		*737*				
v/c		*0.06*		*0.18*				
95% queue length		*0.19*		*0.66*				
Control Delay (s/veh)		*7.8*		*11.0*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*134*	*64*	*84*	*77*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*134*	*64*	*84*	*77*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*53*		*140*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*53*	*0*	*140*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*84*		*193*				
C (m) (veh/h)		*1339*		*746*				
v/c		*0.06*		*0.26*				
95% queue length		*0.20*		*1.04*				
Control Delay (s/veh)		*7.9*		*11.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*242*	*21*	*54*	*310*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*242*	*21*	*54*	*310*	*0*
Percent Heavy Vehicles	*0*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*108*		*162*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*108*	*0*	*162*
Percent Heavy Vehicles	*8*	*0*	*0*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*54*		*270*				
C (m) (veh/h)		*1267*		*559*				
v/c		*0.04*		*0.48*				
95% queue length		*0.13*		*2.75*				
Control Delay (s/veh)		*8.0*		*17.4*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*17.4*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	19	0	19	8	50	28
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	125	111	0	0	34	75
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	38		86		236		109	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.1		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.7	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.08		0.21		0.10	
hd, final value (s)	4.76		4.71		4.57		4.20	
x, final value	0.05		0.11		0.30		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.7		2.6		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	288		336		486		359	
Delay (s/veh)	8.01		8.31		9.52		7.82	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.01		8.31		9.52		7.82	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.78							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2017+Phase 1 W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	111	0	111	48	12	38
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	30	36	0	0	112	18
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	222		98		66		130	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.5		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.20		0.09		0.06		0.12	
hd, final value (s)	4.46		4.67		5.06		4.81	
x, final value	0.28		0.13		0.09		0.17	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.7		3.1		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	472		348		316		380	
Delay (s/veh)	9.15		8.35		8.58		8.81	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.15		8.35		8.58		8.81	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.84							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*Year 2017+Phase 1+Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	35	0	35	15	55	35
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	137	128	0	0	49	82
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	70		105		265		131	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.1		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.6	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.09		0.24		0.12	
hd, final value (s)	4.95		4.92		4.75		4.44	
x, final value	0.10		0.14		0.35		0.16	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		2.9		2.7		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	320		355		515		381	
Delay (s/veh)	8.47		8.75		10.29		8.30	
LOS	A		A		B		A	
Approach: Delay (s/veh)	8.47		8.75		10.29		8.30	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.33							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Main Street
Jurisdiction	Palm Springs
Analysis Year	2017+Phase 1 W/ Park

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	123	0	123	53	0	36
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	24	105	0	0	382	36
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	246		89		129		418	
% Heavy Vehicles	8		8		8		8	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.2		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.1	
Prop. Heavy Vehicle	0.1		0.1		0.1		0.1	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.0		0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.22		0.08		0.11		0.37	
hd, final value (s)	5.51		5.89		5.72		5.19	
x, final value	0.38		0.15		0.21		0.60	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.5		3.9		3.7		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	496		339		379		668	
Delay (s/veh)	11.82		9.89		10.20		15.96	
LOS	B		A		B		C	
Approach: Delay (s/veh)	11.82		9.89		10.20		15.96	
LOS	B		A		B		C	
Intersection Delay (s/veh)	13.35							
Intersection LOS	B							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	30	81			38	84	75	1139	119			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	30	81			38	84		1333				
Lane Group Capacity	243	332			332	1538		4418				
v/c Ratio	0.12	0.24			0.11	0.05		0.30				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.5	20.9			20.4	0.0		3.8				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.2	0.4			0.2	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.7	21.3			20.6	0.0		3.8				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.2			6.4			3.8					
Approach LOS	C			A			A					
Intersection Delay	5.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	38	94			65	97	108	1241	145			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	38	94			65	97		1494				
Lane Group Capacity	237	332			332	1538		4410				
v/c Ratio	0.16	0.28			0.20	0.06		0.34				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.6	21.1			20.8	0.0		3.9				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.3	0.5			0.3	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	20.9	21.6			21.0	0.0		4.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.4			8.5			4.0					
Approach LOS	C			A			A					
Intersection Delay	5.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	54	111			65	105	140	1362	100			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	54	111			65	105		1602				
Lane Group Capacity	237	332			332	1538		4429				
v/c Ratio	0.23	0.33			0.20	0.07		0.36				
Green Ratio	0.18	0.18			0.18	1.00		0.68				
Uniform Delay d_1	20.9	21.3			20.8	0.0		4.0				
Delay Factor k	0.11	0.11			0.11	0.11		0.11				
Incremental Delay d_2	0.5	0.6			0.3	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	21.4	21.9			21.0	0.0		4.0				
Lane Group LOS	C	C			C	A		A				
Approach Delay	21.7			8.1			4.0					
Approach LOS	C			A			A					
Intersection Delay	5.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	22	19			8	96	18	1428	52			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	22	19			104			1498				
Lane Group Capacity	142	284			249			4760				
v/c Ratio	0.15	0.07			0.42			0.31				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.5	25.1			26.6			3.3				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.5	0.1			1.1			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.0	25.2			27.8			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	25.6			27.8			3.4					
Approach LOS	C			C			A					
Intersection Delay	5.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	28	21			10	98	22	1240	40			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	28	21			108			1302				
Lane Group Capacity	138	284			250			4762				
v/c Ratio	0.20	0.07			0.43			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	25.7	25.2			26.7			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	0.7	0.1			1.2			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.4	25.3			27.9			3.3				
Lane Group LOS	C	C			C			A				
Approach Delay	25.9			27.9			3.3					
Approach LOS	C			C			A					
Intersection Delay	5.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	33	25			11	145	10	1554	70			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	33	25			156			1634				
Lane Group Capacity	103	284			249			4756				
v/c Ratio	0.32	0.09			0.63			0.34				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.2	25.2			27.6			3.4				
Delay Factor k	0.11	0.11			0.21			0.11				
Incremental Delay d_2	1.8	0.1			5.0			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	28.0	25.3			32.6			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			32.6			3.5					
Approach LOS	C			C			A					
Intersection Delay	6.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	87	160			151	177	73	1185	177			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	87	160			151	177	73	1362				
Lane Group Capacity	270	284			284	1983	884	2486				
v/c Ratio	0.32	0.56			0.53	0.09	0.08	0.55				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d_1	26.2	27.3			27.1	2.8	8.6	11.5				
Delay Factor k	0.11	0.16			0.13	0.11	0.11	0.15				
Incremental Delay d_2	0.7	2.6			1.9	0.0	0.0	0.3				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.9	29.9			29.1	2.8	8.7	11.8				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	28.8			14.9			11.6					
Approach LOS	C			B			B					
Intersection Delay	14.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	78	120			175	150	48	1021	124			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	78	120			175	150	48	1145				
Lane Group Capacity	270	284			284	1983	884	2494				
v/c Ratio	0.29	0.42			0.62	0.08	0.05	0.46				
Green Ratio	0.16	0.16			0.16	0.73	0.51	0.51				
Uniform Delay d_1	26.0	26.6			27.5	2.7	8.5	10.8				
Delay Factor k	0.11	0.11			0.20	0.11	0.11	0.11				
Incremental Delay d_2	0.6	1.0			4.1	0.0	0.0	0.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.6	27.7			31.6	2.7	8.5	10.9				
Lane Group LOS	C	C			C	A	A	B				
Approach Delay	27.3			18.3			10.8					
Approach LOS	C			B			B					
Intersection Delay	14.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	124	197			224	194	111	1344	210			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 11.0	G = 12.0	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	124	197			224	194	111	1554				
Lane Group Capacity	270	284			310	1983	860	2415				
v/c Ratio	0.46	0.69			0.72	0.10	0.13	0.64				
Green Ratio	0.16	0.16			0.17	0.73	0.50	0.50				
Uniform Delay d_1	26.8	27.9			27.4	2.8	9.4	12.9				
Delay Factor k	0.11	0.26			0.28	0.11	0.11	0.22				
Incremental Delay d_2	1.2	7.4			8.4	0.0	0.1	0.6				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	28.0	35.3			35.9	2.8	9.4	13.5				
Lane Group LOS	C	D			D	A	A	B				
Approach Delay	32.5			20.5			13.2					
Approach LOS	C			C			B					
Intersection Delay	17.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	81	67			62	37	60	1356	93			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	81	67			99			1509				
Lane Group Capacity	147	284			270			4735				
v/c Ratio	0.55	0.24			0.37			0.32				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.2	25.8			26.4			3.4				
Delay Factor k	0.15	0.11			0.11			0.11				
Incremental Delay d_2	4.5	0.4			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	31.7	26.3			27.2			3.4				
Lane Group LOS	C	C			C			A				
Approach Delay	29.2			27.2			3.4					
Approach LOS	C			C			A					
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	55	70			49	38	47	1142	85			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	55	70			87			1274				
Lane Group Capacity	160	284			268			4731				
v/c Ratio	0.34	0.25			0.32			0.27				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.3	25.9			26.2			3.2				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	1.3	0.5			0.7			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	27.6	26.3			26.9			3.2				
Lane Group LOS	C	C			C			A				
Approach Delay	26.9			26.9			3.2					
Approach LOS	C			C			A					
Intersection Delay	6.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	109	65			51	65	93	1555	129			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 48.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	109	65			116			1777				
Lane Group Capacity	190	362			335			4446				
v/c Ratio	0.57	0.18			0.35			0.40				
Green Ratio	0.20	0.20			0.20			0.69				
Uniform Delay d_1	25.3	23.2			24.1			4.8				
Delay Factor k	0.17	0.11			0.11			0.11				
Incremental Delay d_2	4.2	0.2			0.6			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.5	23.5			24.7			4.8				
Lane Group LOS	C	C			C			A				
Approach Delay	27.3			24.7			4.8					
Approach LOS	C			C			A					
Intersection Delay	7.8			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		34	45	119	55					98	1071	36
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		34	45	119	55						1205	
Lane Group Capacity		332	1538	244	332						3339	
v/c Ratio		0.10	0.03	0.49	0.17						0.36	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		20.4	0.0	22.0	20.6						4.0	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.1	0.0	1.5	0.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		20.5	0.0	23.5	20.9						4.1	
Lane Group LOS		C	A	C	C						A	
Approach Delay	8.8			22.7						4.1		
Approach LOS	A			C						A		
Intersection Delay	6.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		30	34	87	36					89	902	28
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		30	34	87	36						1019	
Lane Group Capacity		332	1538	245	332						3339	
v/c Ratio		0.09	0.02	0.36	0.11						0.31	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		20.3	0.0	21.4	20.4						3.8	
Delay Factor k		0.11	0.11	0.11	0.11						0.11	
Incremental Delay d_2		0.1	0.0	0.9	0.1						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		20.5	0.0	22.3	20.6						3.9	
Lane Group LOS		C	A	C	C						A	
Approach Delay	9.6			21.8						3.9		
Approach LOS	A			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		40	64	153	69					128	1277	48
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		40	64	153	69						1453	
Lane Group Capacity		332	1538	243	332						3337	
v/c Ratio		0.12	0.04	0.63	0.21						0.44	
Green Ratio		0.18	1.00	0.18	0.18						0.68	
Uniform Delay d_1		20.5	0.0	22.6	20.8						4.3	
Delay Factor k		0.11	0.11	0.21	0.11						0.11	
Incremental Delay d_2		0.2	0.0	5.3	0.3						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		20.6	0.0	27.9	21.1						4.4	
Lane Group LOS		C	A	C	C						A	
Approach Delay	7.9			25.8						4.4		
Approach LOS	A			C						A		
Intersection Delay	7.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		114	41	171	88					155	892	54
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		155		171	88						1047	54
Lane Group Capacity		274		270	672						3355	1538
v/c Ratio		0.57		0.63	0.13						0.31	0.04
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		27.3		27.6	14.5						9.8	0.0
Delay Factor k		0.16		0.21	0.11						0.11	0.11
Incremental Delay d_2		2.7		4.9	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		30.0		32.5	14.6						9.9	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	30.0			26.4						9.4		
Approach LOS	C			C						A		
Intersection Delay	14.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		94	19	161	60					103	797	48
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 11.0	G =	G =	G = 36.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		113		161	60						900	48
Lane Group Capacity		278		270	672						3361	1538
v/c Ratio		0.41		0.60	0.09						0.27	0.03
Green Ratio		0.16		0.16	0.37						0.51	1.00
Uniform Delay d_1		26.6		27.4	14.3						9.6	0.0
Delay Factor k		0.11		0.19	0.11						0.11	0.11
Incremental Delay d_2		1.0		3.6	0.1						0.0	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		27.5		31.1	14.4						9.6	0.0
Lane Group LOS		C		C	B						A	A
Approach Delay	27.5			26.5						9.1		
Approach LOS	C			C						A		
Intersection Delay	13.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		125	39	247	73					203	1125	90
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 11.0	G = 14.0	G =	G =	G = 33.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		164		247	73						1328	90
Lane Group Capacity		275		344	750						3075	1538
v/c Ratio		0.60		0.72	0.10						0.43	0.06
Green Ratio		0.16		0.20	0.41						0.47	1.00
Uniform Delay d_1		27.4		26.2	12.5						12.3	0.0
Delay Factor k		0.19		0.28	0.11						0.11	0.11
Incremental Delay d_2		3.6		7.4	0.1						0.1	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		31.0		33.5	12.6						12.4	0.0
Lane Group LOS		C		C	B						B	A
Approach Delay	31.0			28.7						11.6		
Approach LOS	C			C						B		
Intersection Delay	16.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		34	24	68	40					72	1042	73
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		58		68	40						1187	
Lane Group Capacity		220		155	233						3687	
v/c Ratio		0.26		0.44	0.17						0.32	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		27.5		28.2	27.2						2.7	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.6		2.0	0.4						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		28.2		30.2	27.5						2.8	
Lane Group LOS		C		C	C						A	
Approach Delay	28.2			29.2						2.8		
Approach LOS	C			C						A		
Intersection Delay	6.0			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		54	18	47	43					39	887	54
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		72		47	43						980	
Lane Group Capacity		200		117	207						3764	
v/c Ratio		0.36		0.40	0.21						0.26	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		28.6		28.8	28.1						2.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		1.1		2.3	0.5						0.0	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		29.7		31.0	28.6						2.3	
Lane Group LOS		C		C	C						A	
Approach Delay		29.7			29.9						2.3	
Approach LOS		C			C						A	
Intersection Delay		6.2			Intersection LOS						A	

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030 No Project*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		66	40	61	45					105	1291	80
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		106		61	45						1476	
Lane Group Capacity		221		103	233						3689	
v/c Ratio		0.48		0.59	0.19						0.40	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.3		28.8	27.3						3.0	
Delay Factor k		0.11		0.18	0.11						0.11	
Incremental Delay d_2		1.6		9.1	0.4						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		30.0		37.9	27.7						3.0	
Lane Group LOS		C		D	C						A	
Approach Delay	30.0			33.5						3.0		
Approach LOS	C			C						A		
Intersection Delay	6.6			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*53*	*42*	*51*	*87*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*53*	*42*	*51*	*87*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*42*		*67*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*42*	*0*	*67*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*51*		*109*				
C (m) (veh/h)		*1480*		*869*				
v/c		*0.03*		*0.13*				
95% queue length		*0.11*		*0.43*				
Control Delay (s/veh)		*7.5*		*9.7*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.7*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*73*	*30*	*32*	*68*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*73*	*30*	*32*	*68*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*33*		*42*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*33*	*0*	*42*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*32*		*75*				
C (m) (veh/h)		*1470*		*870*				
v/c		*0.02*		*0.09*				
95% queue length		*0.07*		*0.28*				
Control Delay (s/veh)		*7.5*		*9.5*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.5*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*73*	*70*	*40*	*75*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*73*	*70*	*40*	*75*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*51*		*63*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*51*	*0*	*63*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*40*		*114*				
C (m) (veh/h)		*1421*		*852*				
v/c		*0.03*		*0.13*				
95% queue length		*0.09*		*0.46*				
Control Delay (s/veh)		*7.6*		*9.9*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.9*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*82*	*61*	*13*	*112*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*82*	*61*	*13*	*112*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*415*		*59*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*415*	*0*	*59*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*13*		*474*				
C (m) (veh/h)		*1421*		*776*				
v/c		*0.01*		*0.61*				
95% queue length		*0.03*		*4.57*				
Control Delay (s/veh)		*7.6*		*16.8*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*16.8*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	64	20	54	79	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	23	81	0	22	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	64	20	133		127		22	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.4		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.3		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.06	0.02	0.12		0.11		0.02	
hd, final value (s)	5.04	4.33	4.61		4.18		4.65	
x, final value	0.09	0.02	0.17		0.15		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.7	2.0	2.6		2.2		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314	270	383		377		272	
Delay (s/veh)	8.23	7.14	8.55		7.91		7.78	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.97		8.55		7.91		7.78	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.15							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	64	20	54	79	0
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	23	23	81	0	22	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	64	20	93	40	127		22	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.6	0.0	0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.6		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.4	0.0	-0.3		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.06	0.02	0.08	0.04	0.11		0.02	
hd, final value (s)	5.05	4.35	5.30	4.92	4.19		4.66	
x, final value	0.09	0.02	0.14	0.05	0.15		0.03	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	2.8	2.1	3.0	2.6	2.2		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	314	270	343	290	377		272	
Delay (s/veh)	8.25	7.16	8.83	7.90	7.92		7.79	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	7.99		8.55		7.92		7.79	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.16							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	45	31	57	41	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	16	67	0	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	45	31	98		99		30	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.6		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.7		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.3		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.04	0.03	0.09		0.09		0.03	
hd, final value (s)	4.95	4.25	4.58		4.05		4.50	
x, final value	0.06	0.04	0.12		0.11		0.04	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.7	1.9	2.6		2.1		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	295	281	348		349		280	
Delay (s/veh)	7.98	7.11	8.23		7.56		7.67	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	7.62		8.23		7.56		7.67	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.80							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	45	31	57	41	0
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	16	16	67	0	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	45	31	77	21	99		30	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.7	0.0	0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.0	0.7		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.5	0.0	-0.3		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.04	0.03	0.07	0.02	0.09		0.03	
hd, final value (s)	4.97	4.26	5.31	4.85	4.07		4.51	
x, final value	0.06	0.04	0.11	0.03	0.11		0.04	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	2.7	2.0	3.0	2.6	2.1		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	295	281	327	271	349		280	
Delay (s/veh)	7.99	7.13	8.69	7.70	7.58		7.69	
LOS	A	A	A	A	A		A	
Approach: Delay (s/veh)	7.64		8.48		7.58		7.69	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.90							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	66	24	85	75	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	34	32	104	0	24	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	66	24	160		170		24	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.5		0.2		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.6		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		-0.2		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.06	0.02	0.14		0.15		0.02	
hd, final value (s)	5.19	4.48	4.76		4.30		4.80	
x, final value	0.10	0.03	0.21		0.20		0.03	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	2.9	2.2	2.8		2.3		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	316	274	410		420		274	
Delay (s/veh)	8.43	7.32	9.04		8.40		7.96	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.14		9.04		8.40		7.96	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.55							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	13	109	13	9	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	40	82	22	0	242	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	13	109	22		144		243	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.6		0.3		0.0	
Prop. Right-Turns	0.0	1.0	0.0		0.2		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.01	0.10	0.02		0.13		0.22	
hd, final value (s)	5.53	4.82	5.30		4.59		4.52	
x, final value	0.02	0.15	0.03		0.18		0.30	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	3.2	2.5	3.3		2.6		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	263	359	272		394		493	
Delay (s/veh)	8.34	8.35	8.48		8.63		9.49	
LOS	A	A	A		A		A	
Approach: Delay (s/veh)	8.35		8.48		8.63		9.49	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.95							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	26	11	13	23	18
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	13	88	10	4	94	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	41		54		111		102	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.0	
Prop. Right-Turns	0.3		0.3		0.1		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.05		0.10		0.09	
hd, final value (s)	4.39		4.36		4.28		4.31	
x, final value	0.05		0.07		0.13		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.3		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	291		304		361		352	
Delay (s/veh)	7.62		7.67		7.93		7.91	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.62		7.67		7.93		7.91	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.84							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	17	8	17	18	17
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	69	31	8	91	10
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	29		52		104		109	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.1	
Prop. Right-Turns	0.3		0.3		0.3		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		-0.1		0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.05		0.09		0.10	
hd, final value (s)	4.37		4.36		4.11		4.24	
x, final value	0.04		0.06		0.12		0.13	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.4		2.1		2.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	279		302		354		359	
Delay (s/veh)	7.53		7.65		7.67		7.86	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.53		7.65		7.67		7.86	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.72							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	34	7	21	19	39
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	105	32	19	71	12
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	46		79		141		102	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.3		0.0		0.2	
Prop. Right-Turns	0.2		0.5		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.13		0.09	
hd, final value (s)	4.56		4.35		4.26		4.40	
x, final value	0.06		0.10		0.17		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.3		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	296		329		391		352	
Delay (s/veh)	7.84		7.81		8.11		8.02	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.84		7.81		8.11		8.02	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.99							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	4	30	48	6	26
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	102	20	19	295	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	42		80		133		333	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.6		0.1		0.1	
Prop. Right-Turns	0.7		0.3		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.3		0.0		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.30	
hd, final value (s)	4.80		5.05		4.60		4.44	
x, final value	0.06		0.11		0.17		0.41	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		3.1		2.6		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292		330		383		583	
Delay (s/veh)	8.08		8.69		8.55		10.52	
LOS	A		A		A		B	
Approach: Delay (s/veh)	8.08		8.69		8.55		10.52	
LOS	A		A		A		B	
Intersection Delay (s/veh)	9.65							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*78*	*22*	*18*	*67*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*78*	*22*	*18*	*67*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*12*		*15*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*12*	*0*	*15*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*18*		*27*				
C (m) (veh/h)		*1474*		*884*				
v/c		*0.01*		*0.03*				
95% queue length		*0.04*		*0.09*				
Control Delay (s/veh)		*7.5*		*9.2*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.2*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*50*	*19*	*9*	*42*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*50*	*19*	*9*	*42*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*		*17*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*15*	*0*	*17*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*9*		*32*				
C (m) (veh/h)		*1513*		*942*				
v/c		*0.01*		*0.03*				
95% queue length		*0.02*		*0.11*				
Control Delay (s/veh)		*7.4*		*9.0*				
LOS		*A*		*A*				
Approach Delay (s/veh)	--	--	*9.0*					
Approach LOS	--	--	*A*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*28*	*0*	*4*	*27*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*28*	*0*	*4*	*27*	*7*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*14*	*1*	*6*	*20*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*14*	*1*	*6*	*20*	*5*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*3*	*4*	*18*		*1*		*31*	
C (m) (veh/h)	*1558*	*1566*	*819*		*1039*		*853*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.04*	
95% queue length	*0.01*	*0.01*	*0.07*		*0.00*		*0.11*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.5*		*9.4*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.4*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*22*	*4*	*2*	*22*	*10*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*22*	*4*	*2*	*22*	*10*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*14*	*1*	*6*	*14*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*14*	*1*	*6*	*14*	*7*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*2*	*14*		*1*		*27*	
C (m) (veh/h)	*1561*	*1569*	*813*		*1047*		*881*	
v/c	*0.00*	*0.00*	*0.02*		*0.00*		*0.03*	
95% queue length	*0.01*	*0.00*	*0.05*		*0.00*		*0.09*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.5*		*8.4*		*9.2*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.4*			*9.2*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*18*			*22*	*61*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*18*	*0*	*0*	*22*	*61*
Percent Heavy Vehicles	*5*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*81*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*81*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*3*					*81*		*4*
C (m) (veh/h)	*1495*					*955*		*1047*
v/c	*0.00*					*0.08*		*0.00*
95% queue length	*0.01*					*0.28*		*0.01*
Control Delay (s/veh)	*7.4*					*9.1*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.1*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*12*			*11*	*47*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*12*	*0*	*0*	*11*	*47*
Percent Heavy Vehicles	*5*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*51*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*51*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*51*		*4*
C (m) (veh/h)	*1527*					*972*		*1061*
v/c	*0.00*					*0.05*		*0.00*
95% queue length	*0.01*					*0.17*		*0.01*
Control Delay (s/veh)	*7.4*					*8.9*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*8.9*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*37*	*1145*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*37*	*1145*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*0*	*0*	*23*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*23*	*0*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*37*	*23*					*0*
C (m) (veh/h)		*1604*	*373*					
v/c		*0.02*	*0.06*					
95% queue length		*0.07*	*0.20*					
Control Delay (s/veh)		*7.3*	*15.3*					
LOS		*A*	*C*					
Approach Delay (s/veh)	--	--	*15.3*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*44*	*936*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*44*	*936*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*0*	*0*	*28*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*28*	*0*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*44*	*28*					*0*
C (m) (veh/h)		*1604*	*428*					
v/c		*0.03*	*0.07*					
95% queue length		*0.08*	*0.21*					
Control Delay (s/veh)		*7.3*	*14.0*					
LOS		*A*	*B*					
Approach Delay (s/veh)	--	--	*14.0*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*54*	*1400*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*54*	*1400*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*0*	*0*	*18*	*0*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*18*	*0*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*54*	*18*					*0*
C (m) (veh/h)		*1604*	*288*					
v/c		*0.03*	*0.06*					
95% queue length		*0.10*	*0.20*					
Control Delay (s/veh)		*7.3*	*18.3*					
LOS		*A*	*C*					
Approach Delay (s/veh)	--	--	*18.3*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	23	0	0	22	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				23		22	0
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	0.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.02		0.02	0.00
hd, final value (s)	4.09				4.11		4.60	4.60
x, final value	0.00				0.03		0.03	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.1				2.1		2.3	2.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				273		272	0
Delay (s/veh)	7.09				7.22		7.43	7.30
LOS	A				A		A	A
Approach: Delay (s/veh)	7.09				7.22		7.43	
LOS	A				A		A	
Intersection Delay (s/veh)	7.32							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	16	0	0	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				16		30	0
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	0.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	0.1

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.01		0.03	0.00
hd, final value (s)	4.09				4.12		4.59	4.59
x, final value	0.00				0.02		0.04	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.1				2.1		2.3	2.3

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				266		280	0
Delay (s/veh)	7.09				7.19		7.48	7.29
LOS	A				A		A	A
Approach: Delay (s/veh)	7.09				7.19		7.48	
LOS	A				A		A	
Intersection Delay (s/veh)	7.38							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	82	0	0	243	1
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	0				82		243	1
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0				0.0		0.0	0.0
Prop. Right-Turns	0.0				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.1				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.00				0.07		0.22	0.00
hd, final value (s)	4.74				4.33		4.64	3.94
x, final value	0.00				0.10		0.31	0.00
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.7				2.3		2.3	1.6

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0				332		493	251
Delay (s/veh)	7.74				7.81		9.45	6.64
LOS	A				A		A	A
Approach: Delay (s/veh)	7.74				7.81		9.43	
LOS	A				A		A	
Intersection Delay (s/veh)	9.03							
Intersection LOS	A							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*23*	*0*	*0*	*22*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*23*	*0*	*0*	*22*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1573*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*16*	*0*	*0*	*30*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*16*	*0*	*0*	*30*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1582*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.3*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*82*	*0*	*0*	*243*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*82*	*0*	*0*	*243*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*0*		*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*0*		*0*				
C (m) (veh/h)		*1497*						
v/c		*0.00*						
95% queue length		*0.00*						
Control Delay (s/veh)		*7.4*						
LOS		*A*						
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	23	0	0	22	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		23		22	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.02		0.02	
hd, final value (s)	4.08		4.08		4.01		4.01	
x, final value	0.00		0.00		0.03		0.02	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		273		272	
Delay (s/veh)	7.08		7.08		7.11		7.11	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.08		7.08		7.11		7.11	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.11							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	16	0	0	30	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		16		30	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.01		0.03	
hd, final value (s)	4.08		4.08		4.01		4.00	
x, final value	0.00		0.00		0.02		0.03	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.1		2.1		2.0		2.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		266		280	
Delay (s/veh)	7.08		7.08		7.09		7.14	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.08		7.08		7.09		7.14	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.12							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030 No Project*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	0	0	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	82	0	0	243	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	0		0		82		243	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0		0.0		0.0		0.0	
Prop. Right-Turns	0.0		0.0		0.0		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1		0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.00		0.00		0.07		0.22	
hd, final value (s)	4.68		4.68		4.21		4.06	
x, final value	0.00		0.00		0.10		0.27	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.7		2.2		2.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	0		0		332		493	
Delay (s/veh)	7.68		7.68		7.66		8.60	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.68		7.68		7.66		8.60	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.36							
Intersection LOS	A							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	143	119			106	84	78	1291	135			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	143	119			106	84		1504				
Lane Group Capacity	249	362			362	1538		4311				
v/c Ratio	0.57	0.33			0.29	0.05		0.35				
Green Ratio	0.20	0.20			0.20	1.00		0.67				
Uniform Delay d_1	21.7	20.6			20.4	0.0		4.3				
Delay Factor k	0.17	0.11			0.11	0.11		0.11				
Incremental Delay d_2	3.3	0.5			0.5	0.0		0.0				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	25.0	21.1			20.8	0.0		4.4				
Lane Group LOS	C	C			C	A		A				
Approach Delay	23.2			11.6			4.4					
Approach LOS	C			B			A					
Intersection Delay	7.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	201	148			133	97	112	1467	170			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 38.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	201	148			133	97		1749				
Lane Group Capacity	284	422			422	1538		4089				
v/c Ratio	0.71	0.35			0.32	0.06		0.43				
Green Ratio	0.23	0.23			0.23	1.00		0.63				
Uniform Delay d_1	21.1	19.2			19.0	0.0		5.5				
Delay Factor k	0.27	0.11			0.11	0.11		0.11				
Incremental Delay d_2	8.2	0.5			0.4	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	29.3	19.7			19.5	0.0		5.6				
Lane Group LOS	C	B			B	A		A				
Approach Delay	25.3			11.3			5.6					
Approach LOS	C			B			A					
Intersection Delay	9.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	238	172			174	105	148	1666	138			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 17.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	238	172			174	105		1952				
Lane Group Capacity	320	513			513	1538		3779				
v/c Ratio	0.74	0.34			0.34	0.07		0.52				
Green Ratio	0.28	0.28			0.28	1.00		0.58				
Uniform Delay d_1	19.5	17.0			17.0	0.0		7.5				
Delay Factor k	0.30	0.11			0.11	0.11		0.12				
Incremental Delay d_2	9.6	0.4			0.4	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	29.1	17.4			17.4	0.0		7.6				
Lane Group LOS	C	B			B	A		A				
Approach Delay	24.2			10.9			7.6					
Approach LOS	C			B			A					
Intersection Delay	10.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	120	29			28	96	41	1501	57			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 48.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	120	29			124			1599				
Lane Group Capacity	182	362			324			4477				
v/c Ratio	0.66	0.08			0.38			0.36				
Green Ratio	0.20	0.20			0.20			0.69				
Uniform Delay d_1	25.8	22.8			24.3			4.6				
Delay Factor k	0.23	0.11			0.11			0.11				
Incremental Delay d_2	8.8	0.1			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	34.6	22.9			25.0			4.6				
Lane Group LOS	C	C			C			A				
Approach Delay	32.4			25.0			4.6					
Approach LOS	C			C			A					
Intersection Delay	8.2			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	171	36			30	98	45	1352	48			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 19.0	G =	G =	G =	G = 43.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	171	36			128			1445				
Lane Group Capacity	278	491			440			4011				
v/c Ratio	0.62	0.07			0.29			0.36				
Green Ratio	0.27	0.27			0.27			0.61				
Uniform Delay d_1	22.3	19.0			20.2			6.7				
Delay Factor k	0.20	0.11			0.11			0.11				
Incremental Delay d_2	4.1	0.1			0.4			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.4	19.0			20.5			6.7				
Lane Group LOS	C	B			C			A				
Approach Delay	25.1			20.5			6.7					
Approach LOS	C			C			A					
Intersection Delay	9.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	201	42			42	145	52	1736	82			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 41.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	201	42			187			1870				
Lane Group Capacity	264	543			486			3819				
v/c Ratio	0.76	0.08			0.38			0.49				
Green Ratio	0.30	0.30			0.30			0.59				
Uniform Delay d_1	22.2	17.6			19.4			8.4				
Delay Factor k	0.31	0.11			0.11			0.11				
Incremental Delay d_2	13.2	0.1			0.5			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	35.5	17.6			19.9			8.5				
Lane Group LOS	D	B			B			A				
Approach Delay	32.4			19.9			8.5					
Approach LOS	C			B			A					
Intersection Delay	12.0			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	104	277			270	201	326	1270	177			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 14.0	G = 14.0	G =	G =	G = 30.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	104	277			270	201	326	1447				
Lane Group Capacity	344	362			362	1867	737	2074				
v/c Ratio	0.30	0.77			0.75	0.11	0.44	0.70				
Green Ratio	0.20	0.20			0.20	0.69	0.43	0.43				
Uniform Delay d_1	23.8	26.4			26.3	3.7	14.1	16.3				
Delay Factor k	0.11	0.32			0.30	0.11	0.11	0.26				
Incremental Delay d_2	0.5	10.0			8.6	0.0	0.4	1.1				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	24.3	36.5			35.0	3.8	14.5	17.4				
Lane Group LOS	C	D			C	A	B	B				
Approach Delay	33.2			21.7			16.8					
Approach LOS	C			C			B					
Intersection Delay	20.1			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	103	291			294	174	300	1109	124			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 15.0	G = 15.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	103	291			294	174	300	1233				
Lane Group Capacity	368	388			388	1828	688	1942				
v/c Ratio	0.28	0.75			0.76	0.10	0.44	0.63				
Green Ratio	0.21	0.21			0.21	0.67	0.40	0.40				
Uniform Delay d_1	23.0	25.7			25.8	4.0	15.3	16.9				
Delay Factor k	0.11	0.31			0.31	0.11	0.11	0.22				
Incremental Delay d_2	0.4	8.3			8.8	0.0	0.4	0.7				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	23.4	34.1			34.6	4.1	15.7	17.6				
Lane Group LOS	C	C			C	A	B	B				
Approach Delay	31.3			23.3			17.2					
Approach LOS	C			C			B					
Intersection Delay	20.7			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	152	412			390	258	463	1544	210			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 16.0	G = 15.0	G =	G =	G = 27.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	152	412			390	258	463	1754				
Lane Group Capacity	393	414			388	1789	663	1867				
v/c Ratio	0.39	1.00			1.01	0.14	0.70	0.94				
Green Ratio	0.23	0.23			0.21	0.66	0.39	0.39				
Uniform Delay d_1	22.8	27.0			27.5	4.5	18.1	20.7				
Delay Factor k	0.11	0.50			0.50	0.11	0.26	0.45				
Incremental Delay d_2	0.6	83.7			96.4	0.0	3.3	12.2				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	23.5	110.6			123.9	4.6	21.4	32.9				
Lane Group LOS	C	F			F	A	C	C				
Approach Delay	87.2			76.4			30.5					
Approach LOS	F			E			C					
Intersection Delay	48.5			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	95	75			70	39	72	1678	93			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	95	75			109			1843				
Lane Group Capacity	157	310			295			4650				
v/c Ratio	0.61	0.24			0.37			0.40				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	26.8	25.1			25.7			4.0				
Delay Factor k	0.19	0.11			0.11			0.11				
Incremental Delay d_2	6.7	0.4			0.8			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	33.5	25.5			26.4			4.0				
Lane Group LOS	C	C			C			A				
Approach Delay	30.0			26.4			4.0					
Approach LOS	C			C			A					
Intersection Delay	7.3			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	72	81			57	40	59	1464	85			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	72	81			97			1608				
Lane Group Capacity	149	284			269			4742				
v/c Ratio	0.48	0.29			0.36			0.34				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	26.9	26.0			26.4			3.4				
Delay Factor k	0.11	0.11			0.11			0.11				
Incremental Delay d_2	2.5	0.6			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.4	26.6			27.2			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	27.9			27.2			3.5					
Approach LOS	C			C			A					
Intersection Delay	6.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	140	79			62	69	110	2072	129			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 16.0	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	140	79			131			2311				
Lane Group Capacity	215	414			384			4273				
v/c Ratio	0.65	0.19			0.34			0.54				
Green Ratio	0.23	0.23			0.23			0.66				
Uniform Delay d_1	24.5	21.8			22.6			6.4				
Delay Factor k	0.23	0.11			0.11			0.14				
Incremental Delay d_2	7.0	0.2			0.5			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	31.5	22.0			23.1			6.5				
Lane Group LOS	C	C			C			A				
Approach Delay	28.1			23.1			6.5					
Approach LOS	C			C			A					
Intersection Delay	9.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		185	48	130	115					98	1357	81
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		185	48	130	115						1536	
Lane Group Capacity		362	1538	203	362						3250	
v/c Ratio		0.51	0.03	0.64	0.32						0.47	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d_1		21.4	0.0	22.0	20.5						4.9	
Delay Factor k		0.12	0.11	0.22	0.11						0.11	
Incremental Delay d_2		1.2	0.0	6.9	0.5						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.6	0.0	28.9	21.0						5.0	
Lane Group LOS		C	A	C	C						A	
Approach Delay	18.0			25.2						5.0		
Approach LOS	B			C						A		
Intersection Delay	8.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		248	37	98	97					89	1187	72
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 37.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		248	37	98	97						1348	
Lane Group Capacity		453	1538	216	453						3006	
v/c Ratio		0.55	0.02	0.45	0.21						0.45	
Green Ratio		0.25	1.00	0.25	0.25						0.62	
Uniform Delay d_1		19.6	0.0	19.0	17.8						6.1	
Delay Factor k		0.15	0.11	0.11	0.11						0.11	
Incremental Delay d_2		1.4	0.0	1.5	0.2						0.1	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		21.0	0.0	20.6	18.1						6.2	
Lane Group LOS		C	A	C	B						A	
Approach Delay	18.2			19.3						6.2		
Approach LOS	B			B						A		
Intersection Delay	9.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		286	73	183	156					128	1743	110
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 18.0	G =	G =	G =	G = 34.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		286	73	183	156						1981	
Lane Group Capacity		543	1538	248	543						2761	
v/c Ratio		0.53	0.05	0.74	0.29						0.72	
Green Ratio		0.30	1.00	0.30	0.30						0.57	
Uniform Delay d_1		17.5	0.0	18.9	16.1						9.5	
Delay Factor k		0.13	0.11	0.30	0.11						0.28	
Incremental Delay d_2		1.0	0.0	11.8	0.3						0.9	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		18.4	0.0	30.7	16.4						10.4	
Lane Group LOS		B	A	C	B						B	
Approach Delay	14.7			24.1						10.4		
Approach LOS	B			C						B		
Intersection Delay	12.7			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		225	239	171	460					178	956	82
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 27.0	G = 11.0	G =	G =	G = 20.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		464		171	460						1134	82
Lane Group Capacity		650		270	1086						1863	1538
v/c Ratio		0.71		0.63	0.42						0.61	0.05
Green Ratio		0.39		0.16	0.60						0.29	1.00
Uniform Delay d_1		18.2		27.6	7.5						21.6	0.0
Delay Factor k		0.28		0.21	0.11						0.19	0.11
Incremental Delay d_2		3.8		4.9	0.3						0.6	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		22.0		32.5	7.8						22.2	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay	22.0			14.5						20.7		
Approach LOS	C			B						C		
Intersection Delay	19.3			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		254	304	161	431					139	897	78
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 31.0	G = 11.0	G =	G =	G = 16.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		558		161	431						1036	78
Lane Group Capacity		742		270	1189						1492	1538
v/c Ratio		0.75		0.60	0.36						0.69	0.05
Green Ratio		0.44		0.16	0.66						0.23	1.00
Uniform Delay d_1		16.3		27.4	5.4						24.8	0.0
Delay Factor k		0.31		0.19	0.11						0.26	0.11
Incremental Delay d_2		4.5		3.6	0.2						1.4	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		20.8		31.1	5.6						26.2	0.0
Lane Group LOS		C		C	A						C	A
Approach Delay	20.8			12.5						24.4		
Approach LOS	C			B						C		
Intersection Delay	20.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		306	360	247	590					265	1292	135
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		666		247	590						1557	135
Lane Group Capacity		695		270	1138						1676	1538
v/c Ratio		0.96		0.91	0.52						0.93	0.09
Green Ratio		0.41		0.16	0.63						0.26	1.00
Uniform Delay d_1		19.9		29.0	7.2						25.4	0.0
Delay Factor k		0.47		0.43	0.12						0.44	0.11
Incremental Delay d_2		37.2		47.4	0.4						11.5	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		57.1		76.5	7.6						36.8	0.0
Lane Group LOS		E		E	A						D	A
Approach Delay	57.1			27.9						33.9		
Approach LOS	E			C						C		
Intersection Delay	37.2			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		50	32	68	61					78	1297	74
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		82		68	61						1449	
Lane Group Capacity		245		146	259						3624	
v/c Ratio		0.33		0.47	0.24						0.40	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d_1		27.0		27.5	26.6						3.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		2.4	0.5						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		27.8		29.9	27.1						3.4	
Lane Group LOS		C		C	C						A	
Approach Delay	27.8			28.6						3.4		
Approach LOS	C			C						A		
Intersection Delay	6.5			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		73	29	47	63					47	1261	56
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 8.0	G =	G =	G =	G = 54.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		102		47	63						1364	
Lane Group Capacity		199		103	207						3772	
v/c Ratio		0.51		0.46	0.30						0.36	
Green Ratio		0.11		0.11	0.11						0.77	
Uniform Delay d_1		29.2		29.0	28.4						2.5	
Delay Factor k		0.12		0.11	0.11						0.11	
Incremental Delay d_2		2.3		3.2	0.8						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		31.4		32.2	29.3						2.6	
Lane Group LOS		C		C	C						A	
Approach Delay	31.4			30.5						2.6		
Approach LOS	C			C						A		
Intersection Delay	6.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		100	53	61	74					116	1764	84
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		153		61	74						1964	
Lane Group Capacity		246		103	259						3627	
v/c Ratio		0.62		0.59	0.29						0.54	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d_1		28.2		28.1	26.8						3.9	
Delay Factor k		0.21		0.18	0.11						0.14	
Incremental Delay d_2		4.9		9.1	0.6						0.2	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		33.1		37.2	27.4						4.0	
Lane Group LOS		C		D	C						A	
Approach Delay	33.1			31.8						4.0		
Approach LOS	C			C						A		
Intersection Delay	7.7			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*66*	*193*	*54*	*104*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*66*	*193*	*54*	*104*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*144*		*70*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*144*	*0*	*70*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*54*		*214*				
C (m) (veh/h)		*1288*		*753*				
v/c		*0.04*		*0.28*				
95% queue length		*0.13*		*1.19*				
Control Delay (s/veh)		*7.9*		*11.7*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*91*	*248*	*35*	*84*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*91*	*248*	*35*	*84*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*134*		*46*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*134*	*0*	*46*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*35*		*180*				
C (m) (veh/h)		*1204*		*765*				
v/c		*0.03*		*0.24*				
95% queue length		*0.09*		*0.92*				
Control Delay (s/veh)		*8.1*		*11.2*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*94*	*316*	*49*	*98*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*94*	*316*	*49*	*98*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*192*		*71*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*192*	*0*	*71*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*49*		*263*				
C (m) (veh/h)		*1133*		*724*				
v/c		*0.04*		*0.36*				
95% queue length		*0.14*		*1.70*				
Control Delay (s/veh)		*8.3*		*12.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*101*	*419*	*16*	*130*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*101*	*419*	*16*	*130*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*761*		*63*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*761*	*0*	*63*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*824*				
C (m) (veh/h)		*1031*		*723*				
v/c		*0.02*		*1.14*				
95% queue length		*0.05*		*68.53*				
Control Delay (s/veh)		*8.5*		*297.0*				
LOS		*A*		*F*				
Approach Delay (s/veh)	--	--	*297.0*					
Approach LOS	--	--	*F*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	282	42	57	372	105
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	52	35	81	91	32	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	282	42	534		168		123	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.25	0.04	0.47		0.15		0.11	
hd, final value (s)	6.39	5.68	5.60		6.51		7.02	
x, final value	0.50	0.07	0.83		0.30		0.24	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.1	3.4	3.6		4.5		5.0	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	532	292	633		418		373	
Delay (s/veh)	15.44	8.78	34.01		12.35		12.22	
LOS	C	A	D		B		B	
Approach: Delay (s/veh)	14.58		34.01		12.35		12.22	
LOS	B		D		B		B	
Intersection Delay (s/veh)	23.03							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	282	42	57	372	105
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	52	35	81	91	32	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	282	42	243	291	168		123	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.2	0.0	0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.0	0.4	0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2	-0.3	-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.25	0.04	0.22	0.26	0.15		0.11	
hd, final value (s)	6.31	5.60	6.17	5.71	6.14		6.62	
x, final value	0.49	0.07	0.42	0.46	0.29		0.23	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	4.0	3.3	3.9	3.4	4.1		4.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	532	292	493	541	418		373	
Delay (s/veh)	15.15	8.70	13.26	13.28	11.61		11.56	
LOS	C	A	B	B	B		B	
Approach: Delay (s/veh)	14.32		13.28		11.61		11.56	
LOS	B		B		B		B	
Intersection Delay (s/veh)	13.14							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	360	62	61	333	104
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	28	67	131	45	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	360	62	498		140		176	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.32	0.06	0.44		0.12		0.16	
hd, final value (s)	6.58	5.87	5.96		7.01		7.22	
x, final value	0.66	0.10	0.82		0.27		0.35	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.3	3.6	4.0		5.0		5.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	528	312	593		390		426	
Delay (s/veh)	21.69	9.22	34.87		12.63		14.15	
LOS	C	A	D		B		B	
Approach: Delay (s/veh)	19.86		34.87		12.63		14.15	
LOS	C		D		B		B	
Intersection Delay (s/veh)	24.28							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	360	62	61	333	104
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	28	67	131	45	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	360	62	227	271	140		176	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.3	0.0	0.3		0.7	
Prop. Right-Turns	0.0	1.0	0.0	0.4	0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2	-0.3	-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.32	0.06	0.20	0.24	0.12		0.16	
hd, final value (s)	6.48	5.76	6.53	6.04	6.60		6.83	
x, final value	0.65	0.10	0.41	0.45	0.26		0.33	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	4.2	3.5	4.2	3.7	4.6		4.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	541	312	477	521	390		426	
Delay (s/veh)	20.86	9.10	13.79	13.74	11.87		13.24	
LOS	C	A	B	B	B		B	
Approach: Delay (s/veh)	19.14		13.76		11.87		13.24	
LOS	C		B		B		B	
Intersection Delay (s/veh)	15.31							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	420	59	93	484	145
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	48	104	147	40	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	420	59	722		226		187	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.37	0.05	0.64		0.20		0.17	
hd, final value (s)	7.55	6.83	6.97		7.94		8.47	
x, final value	0.88	0.11	1.40		0.50		0.44	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	5.2	4.5	5.0		5.9		6.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	473	309	722		431		402	
Delay (s/veh)	56.06	10.38	750.96		18.75		18.07	
LOS	F	B	F		C		C	
Approach: Delay (s/veh)	50.43		750.96		18.75		18.07	
LOS	F		F		C		C	
Intersection Delay (s/veh)	355.62							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	165	303	17	289	107
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	69	94	22	18	400	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	165	303	413		185		432	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.0		0.4		0.0	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.15	0.27	0.37		0.16		0.38	
hd, final value (s)	8.50	7.77	7.84		8.89		7.78	
x, final value	0.39	0.65	0.90		0.46		0.93	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	6.2	5.5	5.8		6.9		5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	405	441	450		377		457	
Delay (s/veh)	16.60	24.85	64.83		19.31		80.16	
LOS	C	C	F		C		F	
Approach: Delay (s/veh)	21.94		64.83		19.31		80.16	
LOS	C		F		C		F	
Intersection Delay (s/veh)	50.23							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	165	303	17	289	107
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	69	94	22	18	400	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	165	303	161	252	185		432	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1	0.0	0.4		0.0	
Prop. Right-Turns	0.0	1.0	0.0	0.4	0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1	-0.3	0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.15	0.27	0.14	0.22	0.16		0.38	
hd, final value (s)	7.98	7.25	8.12	7.66	8.03		7.14	
x, final value	0.37	0.61	0.36	0.54	0.41		0.86	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	5.7	5.0	5.8	5.4	6.0		5.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	415	475	411	446	407		495	
Delay (s/veh)	15.26	21.13	15.42	19.14	16.64		47.39	
LOS	C	C	C	C	C		E	
Approach: Delay (s/veh)	19.06		17.69		16.64		47.39	
LOS	C		C		C		E	
Intersection Delay (s/veh)	26.55							
Intersection LOS	D							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	32	11	13	29	34
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	13	112	15	17	116	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	47		76		140		137	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.1		0.1	
Prop. Right-Turns	0.2		0.4		0.1		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.12	
hd, final value (s)	4.59		4.45		4.39		4.44	
x, final value	0.06		0.09		0.17		0.17	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.4		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	297		326		390		387	
Delay (s/veh)	7.89		7.91		8.29		8.34	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.89		7.91		8.29		8.34	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.19							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	25	8	17	25	33
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	93	36	26	123	10
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	37		75		133		159	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.2		0.4		0.3		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.07		0.12		0.14	
hd, final value (s)	4.63		4.47		4.27		4.39	
x, final value	0.05		0.09		0.16		0.19	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.6		2.5		2.3		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	287		325		383		409	
Delay (s/veh)	7.86		7.93		8.07		8.45	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.86		7.93		8.07		8.45	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.17							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Biuldout*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	48	7	21	29	61
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	139	45	40	110	12
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	60		111		188		162	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.5		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		-0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.10		0.17		0.14	
hd, final value (s)	4.91		4.60		4.47		4.63	
x, final value	0.08		0.14		0.23		0.21	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		2.6		2.5		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310		361		438		412	
Delay (s/veh)	8.34		8.36		8.82		8.85	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.34		8.36		8.82		8.85	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.68							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	12	30	48	13	42
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	126	25	33	637	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	50		103		162		689	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.2		0.5		0.1		0.0	
Prop. Right-Turns	0.6		0.4		0.2		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.09		0.14		0.61	
hd, final value (s)	5.97		6.01		5.25		4.69	
x, final value	0.08		0.17		0.24		0.90	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.0		4.0		3.2		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	300		353		412		765	
Delay (s/veh)	9.51		10.26		9.86		42.14	
LOS	A		B		A		E	
Approach: Delay (s/veh)	9.51		10.26		9.86		42.14	
LOS	A		B		A		E	
Intersection Delay (s/veh)	32.03							
Intersection LOS	D							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*180*	*31*	*27*	*210*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*180*	*31*	*27*	*210*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*		*24*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*24*	*0*	*24*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*48*				
C (m) (veh/h)		*1342*		*673*				
v/c		*0.02*		*0.07*				
95% queue length		*0.06*		*0.23*				
Control Delay (s/veh)		*7.7*		*10.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*196*	*32*	*22*	*185*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*196*	*32*	*22*	*185*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*27*		*26*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*27*	*0*	*26*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*22*		*53*				
C (m) (veh/h)		*1323*		*676*				
v/c		*0.02*		*0.08*				
95% queue length		*0.05*		*0.26*				
Control Delay (s/veh)		*7.8*		*10.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*28*	*0*	*5*	*27*	*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*28*	*0*	*5*	*27*	*11*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*31*	*4*	*9*	*34*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*31*	*4*	*9*	*34*	*5*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*3*	*5*	*35*		*4*		*48*	
C (m) (veh/h)	*1553*	*1566*	*803*		*1039*		*832*	
v/c	*0.00*	*0.00*	*0.04*		*0.00*		*0.06*	
95% queue length	*0.01*	*0.01*	*0.14*		*0.01*		*0.18*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.7*		*8.5*		*9.6*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.6*			*9.6*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*22*	*4*	*4*	*22*	*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*22*	*4*	*4*	*22*	*14*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*31*	*4*	*11*	*35*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*31*	*4*	*11*	*35*	*7*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*4*	*31*		*4*		*53*	
C (m) (veh/h)	*1556*	*1569*	*804*		*1047*		*842*	
v/c	*0.00*	*0.00*	*0.04*		*0.00*		*0.06*	
95% queue length	*0.01*	*0.01*	*0.12*		*0.01*		*0.20*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.7*		*8.5*		*9.6*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.6*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*18*			*22*	*217*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*18*	*0*	*0*	*22*	*217*
Percent Heavy Vehicles	*5*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*191*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*191*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*3*					*191*		*4*
C (m) (veh/h)	*1310*					*955*		*1047*
v/c	*0.00*					*0.20*		*0.00*
95% queue length	*0.01*					*0.75*		*0.01*
Control Delay (s/veh)	*7.8*					*9.7*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.7*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*12*			*11*	*202*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*12*	*0*	*0*	*11*	*202*
Percent Heavy Vehicles	*5*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*210*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*210*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*210*		*4*
C (m) (veh/h)	*1340*					*972*		*1061*
v/c	*0.00*					*0.22*		*0.00*
95% queue length	*0.01*					*0.82*		*0.01*
Control Delay (s/veh)	*7.7*					*9.7*		*8.4*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.7*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*45*	*1311*	*126*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*45*	*1311*	*126*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*102*	*17*	*33*	*32*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*102*	*17*	*33*	*32*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*45*	*65*					*119*
C (m) (veh/h)		*1604*	*97*					*136*
v/c		*0.03*	*0.67*					*0.88*
95% queue length		*0.09*	*4.71*					*9.77*
Control Delay (s/veh)		*7.3*	*109.8*					*152.1*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*109.8*			*152.1*		
Approach LOS	--	--	*F*			*F*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		102	17	33	32					45	1311	126
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		119			65					45	1437	
Lane Group Capacity		279			190					1252	2477	
v/c Ratio		0.43			0.34					0.04	0.58	
Green Ratio		0.16			0.16					0.73	0.73	
Uniform Delay d_1		26.7			26.3					2.6	4.5	
Delay Factor k		0.11			0.11					0.11	0.17	
Incremental Delay d_2		1.1			1.1					0.0	0.3	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		27.7			27.4					2.7	4.8	
Lane Group LOS		C			C					A	A	
Approach Delay	27.7			27.4						4.7		
Approach LOS	C			C						A		
Intersection Delay	7.3			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*52*	*1102*	*126*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*52*	*1102*	*126*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*147*	*24*	*42*	*31*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*147*	*24*	*42*	*31*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*52*	*73*					*171*
C (m) (veh/h)		*1604*	*84*					*178*
v/c		*0.03*	*0.87*					*0.96*
95% queue length		*0.10*	*8.07*					*14.36*
Control Delay (s/veh)		*7.3*	*214.5*					*180.2*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*214.5*			*180.2*		
Approach LOS	--	--	*F*			*F*		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		147	24	42	31					52	1102	126
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		171			73					52	1228	
Lane Group Capacity		304			153					1228	2423	
v/c Ratio		0.56			0.48					0.04	0.51	
Green Ratio		0.17			0.17					0.71	0.71	
Uniform Delay d_1		26.6			26.2					2.9	4.5	
Delay Factor k		0.16			0.11					0.11	0.12	
Incremental Delay d_2		2.4			2.4					0.0	0.2	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		29.0			28.5					3.0	4.7	
Lane Group LOS		C			C					A	A	
Approach Delay	29.0			28.5						4.6		
Approach LOS	C			C						A		
Intersection Delay	8.5			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*75*	*1708*	*175*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*75*	*1708*	*175*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*165*	*27*	*46*	*44*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*165*	*27*	*46*	*44*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*75*	*90*					*192*
C (m) (veh/h)		*1604*	*0*					*69*
v/c		*0.05*						*2.78*
95% queue length		*0.15*						*65.87*
Control Delay (s/veh)		*7.4*						*3345*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*3345*					
Approach LOS	--	--	*F*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		165	27	46	44					75	1708	175
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		192			90					75	1883	
Lane Group Capacity		304			131					1228	2426	
v/c Ratio		0.63			0.69					0.06	0.78	
Green Ratio		0.17			0.17					0.71	0.71	
Uniform Delay d_1		26.9			27.2					3.0	6.4	
Delay Factor k		0.21			0.26					0.11	0.33	
Incremental Delay d_2		4.3			15.0					0.0	1.7	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		31.2			42.3					3.0	8.1	
Lane Group LOS		C			D					A	A	
Approach Delay	31.2			42.3						7.9		
Approach LOS	C			D						A		
Intersection Delay	11.3			Intersection LOS						B		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	110	0	47	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	101	77	0	0	73	67
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	157				178		73	67
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.6		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.14				0.16		0.06	0.06
hd, final value (s)	4.69				4.77		5.15	4.45
x, final value	0.20				0.24		0.10	0.08
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.7				2.8		2.9	2.1

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	407				428		323	317
Delay (s/veh)	8.90				9.24		8.45	7.55
LOS	A				A		A	A
Approach: Delay (s/veh)	8.90				9.24		8.02	
LOS	A				A		A	
Intersection Delay (s/veh)	8.77							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	159	0	68	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	100	93	0	0	81	67
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	227				193		81	67
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.5		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.20				0.17		0.07	0.06
hd, final value (s)	4.78				4.98		5.38	4.68
x, final value	0.30				0.27		0.12	0.09
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	2.8				3.0		3.1	2.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	477				443		331	317
Delay (s/veh)	9.84				9.79		8.82	7.82
LOS	A				A		A	A
Approach: Delay (s/veh)	9.84				9.79		8.37	
LOS	A				A		A	
Intersection Delay (s/veh)	9.44							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	179	0	77	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	140	199	0	0	95	93
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	256				339		95	93
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.4		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.23				0.30		0.08	0.08
hd, final value (s)	5.27				5.17		5.72	5.01
x, final value	0.37				0.49		0.15	0.13
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.3				3.2		3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	506				589		345	343
Delay (s/veh)	11.42				13.06		9.44	8.46
LOS	B				B		A	A
Approach: Delay (s/veh)	11.42				13.06		8.95	
LOS	B				B		A	
Intersection Delay (s/veh)	11.54							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	204	0	23	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	254	0	0	458	151
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	227				271		458	151
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.1		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.2				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.20				0.24		0.41	0.13
hd, final value (s)	6.18				5.65		5.70	5.00
x, final value	0.39				0.42		0.73	0.21
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	4.2				3.6		3.4	2.7

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	477				521		623	401
Delay (s/veh)	13.12				12.80		23.06	9.02
LOS	B				B		C	A
Approach: Delay (s/veh)	13.12				12.80		19.58	
LOS	B				B		C	
Intersection Delay (s/veh)	16.59							
Intersection LOS	C							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*93*	*50*	*59*	*61*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*93*	*50*	*59*	*61*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*36*		*84*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*36*	*0*	*84*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*59*		*120*				
C (m) (veh/h)		*1421*		*826*				
v/c		*0.04*		*0.15*				
95% queue length		*0.13*		*0.51*				
Control Delay (s/veh)		*7.6*		*10.1*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.1*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*98*	*63*	*72*	*77*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*98*	*63*	*72*	*77*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*44*		*95*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*44*	*0*	*95*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*72*		*139*				
C (m) (veh/h)		*1400*		*787*				
v/c		*0.05*		*0.18*				
95% queue length		*0.16*		*0.64*				
Control Delay (s/veh)		*7.7*		*10.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*10.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*136*	*77*	*89*	*83*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*136*	*77*	*89*	*83*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*54*		*123*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*54*	*0*	*123*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*89*		*177*				
C (m) (veh/h)		*1340*		*727*				
v/c		*0.07*		*0.24*				
95% queue length		*0.21*		*0.96*				
Control Delay (s/veh)		*7.9*		*11.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*184*	*49*	*121*	*360*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*184*	*49*	*121*	*360*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*58*		*87*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*58*	*0*	*87*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*121*		*145*				
C (m) (veh/h)		*1317*		*499*				
v/c		*0.09*		*0.29*				
95% queue length		*0.30*		*1.22*				
Control Delay (s/veh)		*8.0*		*15.2*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*15.2*					
Approach LOS	--	--	*C*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	46	0	46	20	27	26
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	68	72	0	0	57	41
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	92		73		140		98	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.08		0.06		0.12		0.09	
hd, final value (s)	4.43		4.49		4.58		4.29	
x, final value	0.11		0.09		0.18		0.12	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.4		2.5		2.6		2.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	342		323		390		348	
Delay (s/veh)	8.00		7.94		8.57		7.85	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.00		7.94		8.57		7.85	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.15							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	66	0	66	28	27	31
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	67	64	0	0	81	40
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	132		86		131		121	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.08		0.12		0.11	
hd, final value (s)	4.50		4.61		4.75		4.47	
x, final value	0.17		0.11		0.17		0.15	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.5		2.6		2.8		2.5	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	382		336		381		371	
Delay (s/veh)	8.39		8.18		8.75		8.26	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.39		8.18		8.75		8.26	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.42							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	74	0	74	33	38	39
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	94	100	0	0	81	56
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	148		110		194		137	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.3		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.4	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.13		0.10		0.17		0.12	
hd, final value (s)	4.77		4.87		4.91		4.65	
x, final value	0.20		0.15		0.26		0.18	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.9		2.9		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	398		360		444		387	
Delay (s/veh)	8.93		8.72		9.67		8.65	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.93		8.72		9.67		8.65	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.07							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Main Street
Jurisdiction	Palm Springs
Analysis Year	2030+Buildout

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	66	0	66	28	0	19
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	54	148	0	0	337	81
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	132		47		202		418	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.3		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.1		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.04		0.18		0.37	
hd, final value (s)	5.38		5.62		5.07		4.66	
x, final value	0.20		0.07		0.28		0.54	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.4		3.6		3.1		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	382		297		452		668	
Delay (s/veh)	9.70		9.07		10.09		13.10	
LOS	A		A		B		B	
Approach: Delay (s/veh)	9.70		9.07		10.09		13.10	
LOS	A		A		B		B	
Intersection Delay (s/veh)	11.54							
Intersection LOS	B							

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	147	120			184	84	78	1295	136			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 14.0	G =	G =	G =	G = 38.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	147	120			184	84		1509				
Lane Group Capacity	247	422			422	1538		4096				
v/c Ratio	0.60	0.28			0.44	0.05		0.37				
Green Ratio	0.23	0.23			0.23	1.00		0.63				
Uniform Delay d_1	20.5	18.9			19.6	0.0		5.3				
Delay Factor k	0.18	0.11			0.11	0.11		0.11				
Incremental Delay d_2	3.9	0.4			0.7	0.0		0.1				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	24.4	19.3			20.4	0.0		5.3				
Lane Group LOS	C	B			C	A		A				
Approach Delay	22.1			14.0			5.3					
Approach LOS	C			B			A					
Intersection Delay	8.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	400	215			134	97	112	1652	182			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 25.0	G =	G =	G =	G = 27.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	400	215			134	97		1946				
Lane Group Capacity	506	754			754	1538		2907				
v/c Ratio	0.79	0.29			0.18	0.06		0.67				
Green Ratio	0.42	0.42			0.42	1.00		0.45				
Uniform Delay d_1	15.2	11.6			11.0	0.0		13.0				
Delay Factor k	0.34	0.11			0.11	0.11		0.24				
Incremental Delay d_2	8.8	0.2			0.1	0.0		0.6				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	24.1	11.8			11.1	0.0		13.6				
Lane Group LOS	C	B			B	A		B				
Approach Delay	19.8			6.5			13.6					
Approach LOS	B			A			B					
Intersection Delay	14.4			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Amado Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/2015*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	1	0	4	0			
Lane Group	L	T			T	R		LTR				
Volume (vph)	242	174			252	105	148	1670	139			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0		2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0		2.0				
Arrival Type	3	3			3	3		3				
Unit Extension	3.0	3.0			3.0	3.0		3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0		12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0		0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 21.0	G =	G =	G =	G = 31.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	242	174			252	105		1957				
Lane Group Capacity	339	633			633	1538		3347				
v/c Ratio	0.71	0.27			0.40	0.07		0.58				
Green Ratio	0.35	0.35			0.35	1.00		0.52				
Uniform Delay d_1	16.9	14.0			14.7	0.0		10.0				
Delay Factor k	0.28	0.11			0.11	0.11		0.18				
Incremental Delay d_2	7.2	0.2			0.4	0.0		0.3				
PF Factor	1.000	1.000			1.000	0.950		1.000				
Control Delay	24.1	14.3			15.1	0.0		10.3				
Lane Group LOS	C	B			B	A		B				
Approach Delay	20.0			10.7			10.3					
Approach LOS	C			B			B					
Intersection Delay	11.8			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	124	30			50	95	62	1500	57			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 16.0	G =	G =	G =	G = 46.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	124	30			145			1619				
Lane Group Capacity	202	414			377			4288				
v/c Ratio	0.61	0.07			0.38			0.38				
Green Ratio	0.23	0.23			0.23			0.66				
Uniform Delay d_1	24.2	21.2			22.8			5.5				
Delay Factor k	0.20	0.11			0.11			0.11				
Incremental Delay d_2	5.6	0.1			0.7			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	29.8	21.3			23.5			5.5				
Lane Group LOS	C	C			C			A				
Approach Delay	28.1			23.5			5.5					
Approach LOS	C			C			A					
Intersection Delay	8.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	332	54			30	97	46	1387	52			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 27.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	332	54			127			1485				
Lane Group Capacity	439	698			626			3264				
v/c Ratio	0.76	0.08			0.20			0.45				
Green Ratio	0.39	0.39			0.39			0.50				
Uniform Delay d_1	18.6	13.6			14.3			11.3				
Delay Factor k	0.31	0.11			0.11			0.11				
Incremental Delay d_2	7.7	0.0			0.2			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	26.4	13.7			14.5			11.4				
Lane Group LOS	C	B			B			B				
Approach Delay	24.6			14.5			11.4					
Approach LOS	C			B			B					
Intersection Delay	14.2			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Canyon Dr @ Andreas Rd*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	205	42			65	145	73	1737	82			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 24.0	G =	G =	G =	G = 38.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	205	42			210			1892				
Lane Group Capacity	304	621			563			3538				
v/c Ratio	0.67	0.07			0.37			0.53				
Green Ratio	0.34	0.34			0.34			0.54				
Uniform Delay d_1	19.7	15.5			17.3			10.3				
Delay Factor k	0.25	0.11			0.11			0.14				
Incremental Delay d_2	6.0	0.0			0.4			0.2				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	25.6	15.5			17.7			10.5				
Lane Group LOS	C	B			B			B				
Approach Delay	23.9			17.7			10.5					
Approach LOS	C			B			B					
Intersection Delay	12.5			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	105	280			434	201	674	1291	177			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 12.0	G = 18.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	105	280			434	201	674	1468				
Lane Group Capacity	295	310			465	1944	688	1936				
v/c Ratio	0.36	0.90			0.93	0.10	0.98	0.76				
Green Ratio	0.17	0.17			0.26	0.71	0.40	0.40				
Uniform Delay d_1	25.6	28.4			25.4	3.1	20.7	18.1				
Delay Factor k	0.11	0.42			0.45	0.11	0.48	0.31				
Incremental Delay d_2	0.7	37.8			37.1	0.0	51.0	1.8				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.3	66.2			62.5	3.1	71.7	19.9				
Lane Group LOS	C	E			E	A	E	B				
Approach Delay	55.4			43.7			36.2					
Approach LOS	E			D			D					
Intersection Delay	40.0			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	132	461			297	174	307	1120	124			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 21.0	G = 14.0	G =	G =	G = 23.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	132	461			297	174	307	1244				
Lane Group Capacity	516	543			362	1594	565	1595				
v/c Ratio	0.26	0.85			0.82	0.11	0.54	0.78				
Green Ratio	0.30	0.30			0.20	0.59	0.33	0.33				
Uniform Delay d_1	18.6	23.0			26.8	6.4	19.2	21.2				
Delay Factor k	0.11	0.38			0.36	0.11	0.14	0.33				
Incremental Delay d_2	0.3	13.6			15.6	0.0	1.1	2.6				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	18.8	36.6			42.4	6.4	20.3	23.8				
Lane Group LOS	B	D			D	A	C	C				
Approach Delay	32.6			29.1			23.1					
Approach LOS	C			C			C					
Intersection Delay	26.4			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	2	1	3	0			
Lane Group	L	T			T	R	L	TR				
Volume (vph)	154	416			553	258	810	1566	210			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0	2.0	2.0	2.0				
Extension of Effective Green	2.0	2.0			2.0	2.0	2.0	2.0				
Arrival Type	3	3			3	3	3	3				
Unit Extension	3.0	3.0			3.0	3.0	3.0	3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0	12.0	12.0	12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0	0	0	0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EB Only	WB Only	03	04	NB Only	06	07	08
Timing	G = 13.0	G = 17.0	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	154	416			553	258	810	1776				
Lane Group Capacity	319	336			440	1905	688	1937				
v/c Ratio	0.48	1.24			1.26	0.14	1.18	0.92				
Green Ratio	0.19	0.19			0.24	0.70	0.40	0.40				
Uniform Delay d_1	25.5	28.5			26.5	3.5	21.0	19.9				
Delay Factor k	0.11	0.50			0.50	0.11	0.50	0.44				
Incremental Delay d_2	1.2	454.8			481.5	0.0	335.7	8.4				
PF Factor	1.000	1.000			1.000	1.000	1.000	1.000				
Control Delay	26.6	483.3			508.0	3.5	356.7	28.3				
Lane Group LOS	C	F			F	A	F	C				
Approach Delay	359.9			347.5			131.2					
Approach LOS	F			F			F					
Intersection Delay	208.3			Intersection LOS						F		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	95	75			81	39	89	2047	93			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 50.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	95	75			120			2229				
Lane Group Capacity	146	310			297			4656				
v/c Ratio	0.65	0.24			0.40			0.48				
Green Ratio	0.17	0.17			0.17			0.71				
Uniform Delay d_1	27.0	25.1			25.8			4.3				
Delay Factor k	0.23	0.11			0.11			0.11				
Incremental Delay d_2	10.3	0.4			0.9			0.1				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	37.3	25.5			26.7			4.4				
Lane Group LOS	D	C			C			A				
Approach Delay	32.1			26.7			4.4					
Approach LOS	C			C			A					
Intersection Delay	7.4			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	82	92			57	40	60	1471	85			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	82	92			97			1616				
Lane Group Capacity	149	284			269			4742				
v/c Ratio	0.55	0.32			0.36			0.34				
Green Ratio	0.16	0.16			0.16			0.73				
Uniform Delay d_1	27.2	26.2			26.4			3.4				
Delay Factor k	0.15	0.11			0.11			0.11				
Incremental Delay d_2	4.4	0.7			0.8			0.0				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	31.6	26.9			27.2			3.5				
Lane Group LOS	C	C			C			A				
Approach Delay	29.1			27.2			3.5					
Approach LOS	C			C			A					
Intersection Delay	7.1			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Indian Cyn Dr @ Tahquitz Cyn*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes	1	1			1	0	0	4	0			
Lane Group	L	T			TR			LTR				
Volume (vph)	140	79			75	69	128	2441	129			
% Heavy Vehicles	5	5			5	5	5	5	5			
PHF	1.00	1.00			1.00	1.00	1.00	1.00	1.00			
Pretimed/Actuated (P/A)	A	A			A	A	A	A	A			
Startup Lost Time	2.0	2.0			2.0			2.0				
Extension of Effective Green	2.0	2.0			2.0			2.0				
Arrival Type	3	3			3			3				
Unit Extension	3.0	3.0			3.0			3.0				
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0			
Lane Width	12.0	12.0			12.0			12.0				
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N			
Parking/Hour												
Bus Stops/Hour	0	0			0			0				
Minimum Pedestrian Time		3.2			3.2			3.2				

Phasing	EW Perm	02	03	04	NB Only	06	07	08
Timing	G = 15.0	G =	G =	G =	G = 47.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate	140	79			144			2698				
Lane Group Capacity	183	388			363			4371				
v/c Ratio	0.77	0.20			0.40			0.62				
Green Ratio	0.21	0.21			0.21			0.67				
Uniform Delay d_1	25.8	22.6			23.6			6.5				
Delay Factor k	0.32	0.11			0.11			0.20				
Incremental Delay d_2	19.4	0.3			0.7			0.3				
PF Factor	1.000	1.000			1.000			1.000				
Control Delay	45.2	22.9			24.3			6.7				
Lane Group LOS	D	C			C			A				
Approach Delay	37.2			24.3			6.7					
Approach LOS	D			C			A					
Intersection Delay	9.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		190	48	130	193					98	1675	142
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 12.0	G =	G =	G =	G = 40.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		190	48	130	193						1915	
Lane Group Capacity		362	1538	199	362						3241	
v/c Ratio		0.52	0.03	0.65	0.53						0.59	
Green Ratio		0.20	1.00	0.20	0.20						0.67	
Uniform Delay d_1		21.5	0.0	22.1	21.5						5.5	
Delay Factor k		0.13	0.11	0.23	0.14						0.18	
Incremental Delay d_2		1.4	0.0	7.7	1.5						0.3	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		22.9	0.0	29.8	23.0						5.8	
Lane Group LOS		C	A	C	C						A	
Approach Delay	18.3			25.8						5.8		
Approach LOS	B			C						A		
Intersection Delay	9.6			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		512	37	98	98					89	1194	74
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 24.0	G =	G =	G =	G = 28.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *60.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		512	37	98	98						1357	
Lane Group Capacity		724	1538	196	724						2274	
v/c Ratio		0.71	0.02	0.50	0.14						0.60	
Green Ratio		0.40	1.00	0.40	0.40						0.47	
Uniform Delay d_1		15.1	0.0	13.5	11.4						11.8	
Delay Factor k		0.27	0.11	0.11	0.11						0.19	
Incremental Delay d_2		3.2	0.0	2.0	0.1						0.4	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		18.3	0.0	15.5	11.5						12.3	
Lane Group LOS		B	A	B	B						B	
Approach Delay	17.1			13.5						12.3		
Approach LOS	B			B						B		
Intersection Delay	13.6			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Canyon Drive @ Amado Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	3	0
Lane Group		T	R	L	T						LTR	
Volume (vph)		290	73	183	234					128	2061	171
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	
Arrival Type		3	3	3	3						3	
Unit Extension		3.0	3.0	3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 17.0	G =	G =	G =	G = 35.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 60.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		290	73	183	234						2360	
Lane Group Capacity		513	1538	224	513						2836	
v/c Ratio		0.57	0.05	0.82	0.46						0.83	
Green Ratio		0.28	1.00	0.28	0.28						0.58	
Uniform Delay d_1		18.3	0.0	20.0	17.7						10.1	
Delay Factor k		0.16	0.11	0.36	0.11						0.37	
Incremental Delay d_2		1.5	0.0	23.9	0.6						2.3	
PF Factor		1.000	0.950	1.000	1.000						1.000	
Control Delay		19.8	0.0	43.9	18.3						12.4	
Lane Group LOS		B	A	D	B						B	
Approach Delay	15.8			29.6						12.4		
Approach LOS	B			C						B		
Intersection Delay	15.1			Intersection LOS						B		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		229	245	171	971					178	957	114
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 30.0	G = 12.0	G =	G =	G = 16.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		474		171	971						1135	114
Lane Group Capacity		721		295	1189						1491	1538
v/c Ratio		0.66		0.58	0.82						0.76	0.07
Green Ratio		0.43		0.17	0.66						0.23	1.00
Uniform Delay d_1		15.9		26.7	8.9						25.2	0.0
Delay Factor k		0.23		0.17	0.36						0.31	0.11
Incremental Delay d_2		2.2		2.9	4.7						2.4	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		18.1		29.6	13.6						27.6	0.0
Lane Group LOS		B		C	B						C	A
Approach Delay	18.1			16.0						25.1		
Approach LOS	B			B						C		
Intersection Delay	20.3			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		449	651	161	441					143	922	79
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 36.0	G = 11.0	G =	G =	G = 11.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		1100		161	441						1065	79
Lane Group Capacity		856		270	1319						1026	1538
v/c Ratio		1.29		0.60	0.33						1.04	0.05
Green Ratio		0.51		0.16	0.73						0.16	1.00
Uniform Delay d_1		17.0		27.4	3.4						29.5	0.0
Delay Factor k		0.50		0.19	0.11						0.50	0.11
Incremental Delay d_2		522.4		3.6	0.2						100.9	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		539.4		31.1	3.6						130.4	0.0
Lane Group LOS		F		C	A						F	A
Approach Delay	539.4			10.9						121.4		
Approach LOS	F			B						F		
Intersection Delay	259.6			Intersection LOS						F		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	1	1	1					0	4	1
Lane Group		T	R	L	T						LT	R
Volume (vph)		449	651	161	441					143	922	79
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0	2.0	2.0	2.0						2.0	2.0
Extension of Effective Green		2.0	2.0	2.0	2.0						2.0	2.0
Arrival Type		3	3	3	3						3	3
Unit Extension		3.0	3.0	3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0	12.0	12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0	0	0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 32.0	G = 11.0	G =	G =	G = 15.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		449	651	161	441						1065	79
Lane Group Capacity		827	703	270	1215						1399	1538
v/c Ratio		0.54	0.93	0.60	0.36						0.76	0.05
Green Ratio		0.46	0.46	0.16	0.67						0.21	1.00
Uniform Delay d_1		13.7	17.9	27.4	5.0						25.8	0.0
Delay Factor k		0.14	0.44	0.19	0.11						0.31	0.11
Incremental Delay d_2		0.7	24.0	3.6	0.2						2.6	0.0
PF Factor		1.000	1.000	1.000	1.000						1.000	0.950
Control Delay		14.5	41.9	31.1	5.2						28.4	0.0
Lane Group LOS		B	D	C	A						C	A
Approach Delay	30.7			12.1						26.4		
Approach LOS	C			B						C		
Intersection Delay	25.0			Intersection LOS						C		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	4	1
Lane Group		TR		L	T						LT	R
Volume (vph)		310	367	247	1101					265	1293	167
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	2.0
Extension of Effective Green		2.0		2.0	2.0						2.0	2.0
Arrival Type		3		3	3						3	3
Unit Extension		3.0		3.0	3.0						3.0	3.0
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	12.0
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	0
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	Thru & RT	WB Only	03	04	SB Only	06	07	08
Timing	G = 29.0	G = 11.0	G =	G =	G = 18.0	G =	G =	G =
	Y = 4	Y = 4	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		677		247	1101						1558	167
Lane Group Capacity		695		270	1138						1676	1538
v/c Ratio		0.97		0.91	0.97						0.93	0.11
Green Ratio		0.41		0.16	0.63						0.26	1.00
Uniform Delay d_1		20.1		29.0	12.3						25.4	0.0
Delay Factor k		0.48		0.43	0.47						0.45	0.11
Incremental Delay d_2		46.7		47.4	29.7						11.6	0.0
PF Factor		1.000		1.000	1.000						1.000	0.950
Control Delay		66.8		76.5	42.0						36.9	0.0
Lane Group LOS		E		E	D						D	A
Approach Delay	66.8			48.3						33.4		
Approach LOS	E			D						C		
Intersection Delay	44.8			Intersection LOS						D		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		50	32	68	89					78	1304	74
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		82		68	89						1456	
Lane Group Capacity		245		146	259						3624	
v/c Ratio		0.33		0.47	0.34						0.40	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d_1		27.0		27.5	27.0						3.3	
Delay Factor k		0.11		0.11	0.11						0.11	
Incremental Delay d_2		0.8		2.4	0.8						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		27.8		29.9	27.8						3.4	
Lane Group LOS		C		C	C						A	
Approach Delay	27.8			28.7						3.4		
Approach LOS	C			C						A		
Intersection Delay	6.9			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		87	43	47	64					55	1625	56
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 9.0	G =	G =	G =	G = 53.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		130		47	64						1736	
Lane Group Capacity		222		103	233						3708	
v/c Ratio		0.59		0.46	0.27						0.47	
Green Ratio		0.13		0.13	0.13						0.76	
Uniform Delay d_1		28.7		28.2	27.6						3.2	
Delay Factor k		0.18		0.11	0.11						0.11	
Incremental Delay d_2		4.0		3.2	0.6						0.1	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		32.8		31.5	28.2						3.3	
Lane Group LOS		C		C	C						A	
Approach Delay	32.8			29.6						3.3		
Approach LOS	C			C						A		
Intersection Delay	6.7			Intersection LOS						A		

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Arenas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	1	1					0	3	0
Lane Group		TR		L	T						LTR	
Volume (vph)		100	53	61	102					116	1772	84
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0		2.0	2.0						2.0	
Extension of Effective Green		2.0		2.0	2.0						2.0	
Arrival Type		3		3	3						3	
Unit Extension		3.0		3.0	3.0						3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0		12.0	12.0						12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0		0	0						0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 10.0	G =	G =	G =	G = 52.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		153		61	102						1972	
Lane Group Capacity		246		103	259						3627	
v/c Ratio		0.62		0.59	0.39						0.54	
Green Ratio		0.14		0.14	0.14						0.74	
Uniform Delay d_1		28.2		28.1	27.2						3.9	
Delay Factor k		0.21		0.18	0.11						0.14	
Incremental Delay d_2		4.9		9.1	1.0						0.2	
PF Factor		1.000		1.000	1.000						1.000	
Control Delay		33.1		37.2	28.2						4.1	
Lane Group LOS		C		D	C						A	
Approach Delay	33.1			31.6						4.1		
Approach LOS	C			C						A		
Intersection Delay	8.0			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*65*	*195*	*50*	*125*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*65*	*195*	*50*	*125*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*280*		*65*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*280*	*0*	*65*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*50*		*345*				
C (m) (veh/h)		*1287*		*711*				
v/c		*0.04*		*0.49*				
95% queue length		*0.12*		*2.79*				
Control Delay (s/veh)		*7.9*		*14.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*14.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*112*	*509*	*33*	*84*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*112*	*509*	*33*	*84*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*134*		*43*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*134*	*0*	*43*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*33*		*177*				
C (m) (veh/h)		*945*		*742*				
v/c		*0.03*		*0.24*				
95% queue length		*0.11*		*0.94*				
Control Delay (s/veh)		*8.9*		*11.4*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*11.4*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/15*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*94*	*320*	*49*	*121*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*94*	*320*	*49*	*121*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*332*		*71*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*332*	*0*	*71*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*49*		*403*				
C (m) (veh/h)		*1129*		*684*				
v/c		*0.04*		*0.59*				
95% queue length		*0.14*		*4.18*				
Control Delay (s/veh)		*8.3*		*17.7*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*17.7*					
Approach LOS	--	--	*C*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Belardo Rd. @ Tahquitz Cyn Way*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Villagefest Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes				0		0		1	1	0	1	
Lane Group					LR			T	R		LT	
Volume (vph)				773		63		127	916	16	131	
% Heavy Vehicles				5		5		5	5	5	5	
PHF				1.00		1.00		1.00	1.00	1.00	1.00	
Pretimed/Actuated (P/A)				A		A		A	A	A	A	
Startup Lost Time					2.0			2.0	2.0		2.0	
Extension of Effective Green					2.0			2.0	2.0		2.0	
Arrival Type					3			3	3		3	
Unit Extension					3.0			3.0	3.0		3.0	
Ped/Bike/RTOR Volume	0	0		0	0	0	0	0	0	0	0	
Lane Width					12.0			12.0	12.0		12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour					0			0	0		0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	WB Only	02	03	04	SB Only	NB Only	07	08
Timing	G = 43.0	G =	G =	G =	G = 8.0	G = 7.0	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y = 4	Y =	Y =
Duration of Analysis (hrs) = 1.00						Cycle Length C = 70.0		

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate					836			127	916		147	
Lane Group Capacity					1052			181	1186		206	
v/c Ratio					0.79			0.70	0.77		0.71	
Green Ratio					0.61			0.10	0.77		0.11	
Uniform Delay d_1					10.2			30.5	4.5		29.9	
Delay Factor k					0.34			0.27	0.32		0.28	
Incremental Delay d_2					4.4			12.2	3.3		11.8	
PF Factor					1.000			1.000	1.000		1.000	
Control Delay					14.6			42.7	7.8		41.7	
Lane Group LOS					B			D	A		D	
Approach Delay				14.6			12.1			41.7		
Approach LOS				B			B			D		
Intersection Delay	15.3			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Amado Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Amado Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*127*	*916*	*16*	*131*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*127*	*916*	*16*	*131*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*773*		*63*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*773*	*0*	*63*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*16*		*836*				
C (m) (veh/h)		*655*		*691*				
v/c		*0.02*		*1.21*				
95% queue length		*0.08*		*86.93*				
Control Delay (s/veh)		*10.6*		*415.9*				
LOS		*B*		*F*				
Approach Delay (s/veh)	--	--	*415.9*					
Approach LOS	--	--	*F*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	290	42	57	772	248
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	91	51	81	84	32	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	290	42	1077		223		116	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.4		0.7	
Prop. Right-Turns	0.0	1.0	0.2		0.4		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.26	0.04	0.96		0.20		0.10	
hd, final value (s)	6.91	6.20	5.94		7.02		7.71	
x, final value	0.56	0.07	1.78		0.43		0.25	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	4.6	3.9	3.9		5.0		5.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	507	292	1077		473		366	
Delay (s/veh)	18.20	9.38	1422		15.39		13.25	
LOS	C	A	F		C		B	
Approach: Delay (s/veh)	17.09		1422		15.39		13.25	
LOS	C		F		C		B	
Intersection Delay (s/veh)	882.11							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	290	42	57	772	248
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	91	51	81	84	32	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	290	42	443	634	223		116	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1	0.0	0.4		0.7	
Prop. Right-Turns	0.0	1.0	0.0	0.4	0.4		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.1	-0.3	-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.26	0.04	0.39	0.56	0.20		0.10	
hd, final value (s)	7.39	6.67	6.60	6.17	6.98		7.66	
x, final value	0.60	0.08	0.81	1.09	0.43		0.25	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	5.1	4.4	4.3	3.9	5.0		5.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	477	292	545	634	473		366	
Delay (s/veh)	20.78	9.93	35.74	220.75	15.27		13.17	
LOS	C	A	E	F	C		B	
Approach: Delay (s/veh)	19.41		144.65		15.27		13.17	
LOS	C		F		C		B	
Intersection Delay (s/veh)	95.63							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	742	100	61	341	104
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	28	67	290	62	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	742	100	506		140		352	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.1		0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.2		0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.0		-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.66	0.09	0.45		0.12		0.31	
hd, final value (s)	8.13	7.41	7.70		9.13		8.30	
x, final value	1.68	0.21	1.08		0.36		0.81	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	5.8	5.1	5.7		7.1		6.3	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	742	350	506		376		431	
Delay (s/veh)	1248	12.02	227.90		17.15		43.92	
LOS	F	B	F		C		E	
Approach: Delay (s/veh)	1101		227.90		17.15		43.92	
LOS	F		F		C		E	
Intersection Delay (s/veh)	576.24							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	742	100	61	341	104
%Thrus Left Lane				50		

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	45	28	67	290	62	0
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LT	TR	LTR		LTR	
PHF	1.00	1.00	1.00	1.00	1.00		1.00	
Flow Rate (veh/h)	742	100	231	275	140		352	
% Heavy Vehicles	5	5	5	0	5		5	
No. Lanes	2		2		1		1	
Geometry Group	5		5		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.3	0.0	0.3		0.8	
Prop. Right-Turns	0.0	1.0	0.0	0.4	0.5		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0	0.0	0.0		0.0	
hLT-adj	0.5	0.5	0.5	0.5	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	0.2	-0.3	-0.1		0.2	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20	3.20	3.20		3.20	
x, initial	0.66	0.09	0.21	0.24	0.12		0.31	
hd, final value (s)	7.76	7.04	8.14	7.64	8.39		7.76	
x, final value	1.60	0.20	0.52	0.58	0.33		0.76	
Move-up time, m (s)	2.3		2.3		2.0		2.0	
Service Time, t_s (s)	5.5	4.7	5.8	5.3	6.4		5.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	742	350	435	463	390		457	
Delay (s/veh)	1110	11.44	19.65	20.89	15.44		33.86	
LOS	F	B	C	C	C		D	
Approach: Delay (s/veh)	979.59		20.32		15.44		33.86	
LOS	F		C		C		D	
Intersection Delay (s/veh)	461.51							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Belardo Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*0*	*428*	*60*	*93*	*884*	*289*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*428*	*60*	*93*	*884*	*289*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*114*	*64*	*104*	*150*	*41*	*0*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*114*	*64*	*104*	*150*	*41*	*0*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration		*LTR*			*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*		*LTR*			*LTR*	
v (veh/h)	*0*	*93*		*282*			*191*	
C (m) (veh/h)	*585*	*1060*		*55*			*0*	
v/c	*0.00*	*0.09*		*5.13*				
95% queue length	*0.00*	*0.29*		*117.11*				
Control Delay (s/veh)	*11.2*	*8.7*		*7580*				
LOS	*B*	*A*		*F*			*F*	
Approach Delay (s/veh)	--	--	*7580*					
Approach LOS	--	--	*F*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Tahquitz Canyon Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	0	376	572	17	298	111
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	70	94	22	42	620	14
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LT	R	LTR		LTR		LTR	
PHF	1.00	1.00	1.00		1.00		1.00	
Flow Rate (veh/h)	376	572	426		186		676	
% Heavy Vehicles	5	5	5		5		5	
No. Lanes	2		1		1		1	
Geometry Group	5		4a		2		2	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.0	0.0	0.0		0.4		0.1	
Prop. Right-Turns	0.0	1.0	0.3		0.1		0.0	
Prop. Heavy Vehicle	0.0	0.0	0.0		0.0		0.0	
hLT-adj	0.5	0.5	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.7	-0.7	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.1	-0.6	-0.1		0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20	3.20	3.20		3.20		3.20	
x, initial	0.33	0.51	0.38		0.17		0.60	
hd, final value (s)	8.95	8.22	8.55		9.89		8.55	
x, final value	0.94	1.31	1.01		0.51		1.61	
Move-up time, m (s)	2.3		2.0		2.0		2.0	
Service Time, t_s (s)	6.7	5.9	6.6		7.9		6.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	403	572	426		365		676	
Delay (s/veh)	89.29	596.01	147.65		23.09		1125	
LOS	F	F	F		C		F	
Approach: Delay (s/veh)	395.03		147.65		23.09		1125	
LOS	F		F		C		F	
Intersection Delay (s/veh)	537.53							
Intersection LOS	F							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	33	11	13	35	56
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	13	146	15	17	116	4
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	48		104		174		137	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.1		0.1		0.1	
Prop. Right-Turns	0.2		0.5		0.1		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.2		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.09		0.15		0.12	
hd, final value (s)	4.73		4.48		4.47		4.56	
x, final value	0.06		0.13		0.22		0.17	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.7		2.5		2.5		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	298		354		424		387	
Delay (s/veh)	8.05		8.15		8.71		8.51	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.05		8.15		8.71		8.51	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.46							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	30	8	17	25	34
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	94	36	48	156	10
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	42		76		134		214	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.2		0.4		0.3		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		-0.1		-0.1		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.07		0.12		0.19	
hd, final value (s)	4.79		4.62		4.36		4.44	
x, final value	0.06		0.10		0.16		0.26	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.8		2.6		2.4		2.4	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	292		326		384		464	
Delay (s/veh)	8.07		8.11		8.20		9.03	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.07		8.11		8.20		9.03	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.56							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	5	48	7	21	35	84
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	4	172	45	40	110	12
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	60		140		221		162	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.2		0.0		0.2	
Prop. Right-Turns	0.1		0.6		0.2		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		-0.2		-0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.12		0.20		0.14	
hd, final value (s)	5.05		4.66		4.57		4.76	
x, final value	0.08		0.18		0.28		0.21	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		2.7		2.6		2.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	310		390		471		412	
Delay (s/veh)	8.51		8.70		9.36		9.06	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.51		8.70		9.36		9.06	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.03							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Arenas Road* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	8	18	30	48	13	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	11	127	25	53	1106	19
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	56		104		163		1178	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.1		0.5		0.1		0.0	
Prop. Right-Turns	0.5		0.4		0.2		0.0	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		-0.1		0.0		0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.09		0.14		1.05	
hd, final value (s)	6.23		6.24		5.40		4.75	
x, final value	0.10		0.18		0.24		1.55	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.2		4.2		3.4		2.7	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	306		354		413		1178	
Delay (s/veh)	9.90		10.60		10.14		1016	
LOS	A		B		B		F	
Approach: Delay (s/veh)	9.90		10.60		10.14		1016	
LOS	A		B		B		F	
Intersection Delay (s/veh)	799.87							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*183*	*31*	*27*	*407*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*183*	*31*	*27*	*407*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*42*		*37*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*42*	*0*	*37*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*27*		*79*				
C (m) (veh/h)		*1338*		*554*				
v/c		*0.02*		*0.14*				
95% queue length		*0.06*		*0.50*				
Control Delay (s/veh)		*7.7*		*12.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Rd @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*374*	*47*	*34*	*189*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*374*	*47*	*34*	*189*	*0*
Percent Heavy Vehicles	*8*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration		*T*	*R*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*28*		*27*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*28*	*0*	*27*	*0*	*0*	*0*
Percent Heavy Vehicles	*5*	*0*	*5*	*8*	*0*	*8*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration		*LR*				

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*34*		*55*				
C (m) (veh/h)		*1122*		*518*				
v/c		*0.03*		*0.11*				
95% queue length		*0.09*		*0.36*				
Control Delay (s/veh)		*8.3*		*12.8*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*28*	*0*	*5*	*27*	*17*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*28*	*0*	*5*	*27*	*17*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*4*	*55*	*4*	*9*	*35*	*5*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*55*	*4*	*9*	*35*	*5*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*3*	*5*	*59*		*4*		*49*	
C (m) (veh/h)	*1545*	*1566*	*795*		*1039*		*821*	
v/c	*0.00*	*0.00*	*0.07*		*0.00*		*0.06*	
95% queue length	*0.01*	*0.01*	*0.24*		*0.01*		*0.19*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.9*		*8.5*		*9.7*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.8*			*9.7*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Cahuilla Road @ Arenas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Arenas Road* | North/South Street: *Cahuilla Road*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*5*	*22*	*4*	*4*	*22*	*14*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*5*	*22*	*4*	*4*	*22*	*14*
Percent Heavy Vehicles	*5*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*	*LTR*		
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*0*	*32*	*4*	*16*	*57*	*7*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*32*	*4*	*16*	*57*	*7*
Percent Heavy Vehicles	*5*	*5*	*5*	*5*	*5*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*0*	*1*	*0*
Configuration	*LT*		*R*		*LTR*	

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*	*LTR*	*LT*		*R*		*LTR*	
v (veh/h)	*5*	*4*	*32*		*4*		*80*	
C (m) (veh/h)	*1556*	*1569*	*804*		*1047*		*833*	
v/c	*0.00*	*0.00*	*0.04*		*0.00*		*0.10*	
95% queue length	*0.01*	*0.01*	*0.12*		*0.01*		*0.32*	
Control Delay (s/veh)	*7.3*	*7.3*	*9.7*		*8.5*		*9.8*	
LOS	*A*	*A*	*A*		*A*		*A*	
Approach Delay (s/veh)	--	--	*9.5*			*9.8*		
Approach LOS	--	--	*A*			*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*3*	*18*			*22*	*431*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*3*	*18*	*0*	*0*	*22*	*431*
Percent Heavy Vehicles	*5*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*195*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*195*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*3*					*195*		*4*
C (m) (veh/h)	*1092*					*954*		*1047*
v/c	*0.00*					*0.20*		*0.00*
95% queue length	*0.01*					*0.77*		*0.01*
Control Delay (s/veh)	*8.3*					*9.7*		*8.5*
LOS	*A*					*A*		*A*
Approach Delay (s/veh)	--	--				*9.7*		
Approach LOS	--	--				*A*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Museum Dr @ Tahquitz Cyn Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Tahquitz Canyon Way* | North/South Street: *Museum Drive*

Intersection Orientation: *East-West* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*4*	*12*			*11*	*206*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*4*	*12*	*0*	*0*	*11*	*206*
Percent Heavy Vehicles	*8*	--	--	*8*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*1*
Configuration	*LT*				*T*	*R*
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*403*		*4*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*403*	*0*	*4*
Percent Heavy Vehicles	*0*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*LT*					*L*		*R*
v (veh/h)	*4*					*403*		*4*
C (m) (veh/h)	*1318*					*972*		*1061*
v/c	*0.00*					*0.41*		*0.00*
95% queue length	*0.01*					*2.11*		*0.01*
Control Delay (s/veh)	*7.7*					*11.3*		*8.4*
LOS	*A*					*B*		*A*
Approach Delay (s/veh)	--	--				*11.3*		
Approach LOS	--	--				*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*45*	*1456*	*300*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*45*	*1456*	*300*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*106*	*17*	*33*	*75*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*106*	*17*	*33*	*75*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*45*	*108*					*123*
C (m) (veh/h)		*1604*	*0*					*98*
v/c		*0.03*						*1.26*
95% queue length		*0.09*						*21.20*
Control Delay (s/veh)		*7.3*						*639.7*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*639.7*					
Approach LOS	--	--	*F*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		106	17	33	75					45	1456	300
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 11.0	G =	G =	G =	G = 51.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		123			108					45	1756	
Lane Group Capacity		279			199					1252	2446	
v/c Ratio		0.44			0.54					0.04	0.72	
Green Ratio		0.16			0.16					0.73	0.73	
Uniform Delay d_1		26.7			27.2					2.6	5.4	
Delay Factor k		0.11			0.14					0.11	0.28	
Incremental Delay d_2		1.1			3.1					0.0	1.0	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		27.8			30.2					2.7	6.5	
Lane Group LOS		C			C					A	A	
Approach Delay	27.8			30.2						6.4		
Approach LOS	C			C						A		
Intersection Delay	8.9			Intersection LOS						A		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*52*	*1105*	*129*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*52*	*1105*	*129*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*325*	*53*	*42*	*32*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*325*	*53*	*42*	*32*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*52*	*74*					*378*
C (m) (veh/h)		*1604*	*0*					*177*
v/c		*0.03*						*2.14*
95% queue length		*0.10*						*105.86*
Control Delay (s/veh)		*7.3*						*2107*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*2107*					
Approach LOS	--	--	*F*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*PM Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		325	53	42	32					52	1105	129
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 20.0	G =	G =	G =	G = 42.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		378			74					52	1234	
Lane Group Capacity		507			272					1031	2035	
v/c Ratio		0.75			0.27					0.05	0.61	
Green Ratio		0.29			0.29					0.60	0.60	
Uniform Delay d_1		22.7			19.4					5.8	8.8	
Delay Factor k		0.30			0.11					0.11	0.19	
Incremental Delay d_2		6.2			0.5					0.0	0.5	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		28.9			19.9					5.8	9.3	
Lane Group LOS		C			B					A	A	
Approach Delay	28.9			19.9						9.2		
Approach LOS	C			B						A		
Intersection Delay	13.9			Intersection LOS						B		

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Palm Canyon Drive @ Andreas Rd*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Palm Canyon Drive*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)				*75*	*1852*	*349*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*75*	*1852*	*349*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*2*	*0*
Configuration				*L*	*T*	*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)		*169*	*28*	*46*	*87*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*169*	*28*	*46*	*87*	*0*
Percent Heavy Vehicles	*0*	*5*	*5*	*5*	*5*	*8*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*LT*					*TR*
v (veh/h)		*75*	*133*					*197*
C (m) (veh/h)		*1604*	*0*					*49*
v/c		*0.05*						*4.02*
95% queue length		*0.15*						*77.80*
Control Delay (s/veh)		*7.4*						*5611*
LOS		*A*	*F*					*F*
Approach Delay (s/veh)	--	--	*5611*					
Approach LOS	--	--	*F*					

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SHORT REPORT

General Information		Site Information	
Analyst	*Greg*	Intersection	*Palm Cyn Dr @ Andreas Road*
Agency or Co.	*Endo Engineering*	Area Type	*All other areas*
Date Performed	*9/22/15*	Jurisdiction	*Palm Springs*
Time Period	*Saturday Midday Peak Hour*	Analysis Year	*2030+Buildout W/ Park*

Volume and Timing Input

	EB			WB			NB			SB		
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT
Number of Lanes		1	0	0	1					1	2	0
Lane Group		TR			LT					L	TR	
Volume (vph)		169	28	46	87					75	1852	349
% Heavy Vehicles		5	5	5	5					5	5	5
PHF		1.00	1.00	1.00	1.00					1.00	1.00	1.00
Pretimed/Actuated (P/A)		A	A	A	A					A	A	A
Startup Lost Time		2.0			2.0					2.0	2.0	
Extension of Effective Green		2.0			2.0					2.0	2.0	
Arrival Type		3			3					3	3	
Unit Extension		3.0			3.0					3.0	3.0	
Ped/Bike/RTOR Volume	0	0	0	0	0		0	0		0	0	0
Lane Width		12.0			12.0					12.0	12.0	
Parking/Grade/Parking	N	0	N	N	0	N	N	0	N	N	0	N
Parking/Hour												
Bus Stops/Hour		0			0					0	0	
Minimum Pedestrian Time		3.2			3.2			3.2			3.2	

Phasing	EW Perm	02	03	04	SB Only	06	07	08
Timing	G = 13.0	G =	G =	G =	G = 49.0	G =	G =	G =
	Y = 4	Y =	Y =	Y =	Y = 4	Y =	Y =	Y =

Duration of Analysis (hrs) = *1.00* Cycle Length C = *70.0*

Lane Group Capacity, Control Delay, and LOS Determination

	EB			WB			NB			SB		
Adjusted Flow Rate		197			133					75	2201	
Lane Group Capacity		330			171					1203	2354	
v/c Ratio		0.60			0.78					0.06	0.94	
Green Ratio		0.19			0.19					0.70	0.70	
Uniform Delay d_1		26.1			27.1					3.3	9.1	
Delay Factor k		0.19			0.33					0.11	0.45	
Incremental Delay d_2		3.0			22.8					0.0	9.2	
PF Factor		1.000			1.000					1.000	1.000	
Control Delay		29.1			49.9					3.3	18.3	
Lane Group LOS		C			D					A	B	
Approach Delay	29.1			49.9						17.8		
Approach LOS	C			D						B		
Intersection Delay	20.3			Intersection LOS						C		

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	114	0	49	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	238	79	0	0	144	159
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	163				317		144	159
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.8		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.14				0.28		0.13	0.14
hd, final value (s)	5.39				5.07		5.39	4.68
x, final value	0.24				0.45		0.22	0.21
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.4				3.1		3.1	2.4

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	413				567		394	409
Delay (s/veh)	10.13				12.14		9.56	8.60
LOS	B				B		A	A
Approach: Delay (s/veh)	10.13				12.14		9.06	
LOS	B				B		A	
Intersection Delay (s/veh)	10.53							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	351	0	150	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	103	188	0	0	82	68
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	501				291		82	68
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.4		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.45				0.26		0.07	0.06
hd, final value (s)	5.22				5.89		6.54	5.82
x, final value	0.73				0.48		0.15	0.11
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.2				3.9		4.2	3.5

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	673				541		332	318
Delay (s/veh)	21.75				14.21		10.38	9.24
LOS	C				B		B	A
Approach: Delay (s/veh)	21.75				14.21		9.86	
LOS	C				B		A	
Intersection Delay (s/veh)	17.53							
Intersection LOS	C							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	182	0	78	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	277	121	0	0	166	185
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	260				398		166	185
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.7				0.7		0.0	0.0
Prop. Right-Turns	0.3				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.0				0.2		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.23				0.35		0.15	0.16
hd, final value (s)	5.81				5.53		5.93	5.22
x, final value	0.42				0.61		0.27	0.27
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	3.8				3.5		3.6	2.9

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	510				635		416	435
Delay (s/veh)	12.98				17.12		10.86	9.83
LOS	B				C		B	A
Approach: Delay (s/veh)	12.98				17.12		10.32	
LOS	B				C		B	
Intersection Delay (s/veh)	13.69							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Museum Way*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Museum Way* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	488	0	54	0	0	0
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	17	494	0	0	465	156
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR				LT		T	R
PHF	1.00				1.00		1.00	1.00
Flow Rate (veh/h)	542				511		465	156
% Heavy Vehicles	5				5		5	5
No. Lanes	1		0		1		2	
Geometry Group	1				3a		5	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.9				0.0		0.0	0.0
Prop. Right-Turns	0.1				0.0		0.0	1.0
Prop. Heavy Vehicle	0.0				0.0		0.0	0.0
hLT-adj	0.2	0.2			0.2	0.2	0.5	0.5
hRT-adj	-0.6	-0.6			-0.6	-0.6	-0.7	-0.7
hHV-adj	1.7	1.7			1.7	1.7	1.7	1.7
hadj, computed	0.2				0.1		0.1	-0.6

Departure Headway and Service Time

hd, initial value (s)	3.20				3.20		3.20	3.20
x, initial	0.48				0.45		0.41	0.14
hd, final value (s)	7.32				7.37		7.85	7.12
x, final value	1.10				1.05		1.01	0.31
Move-up time, m (s)	2.0				2.0		2.3	
Service Time, t_s (s)	5.3				5.4		5.6	4.8

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	542				511		465	406
Delay (s/veh)	253.81				177.59		143.49	13.00
LOS	F				F		F	B
Approach: Delay (s/veh)	253.81				177.59		110.71	
LOS	F				F		F	
Intersection Delay (s/veh)	177.46							
Intersection LOS	F							

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*149*	*79*	*103*	*90*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*149*	*79*	*103*	*90*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*65*		*168*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*65*	*0*	*168*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*103*		*233*				
C (m) (veh/h)		*1323*		*706*				
v/c		*0.08*		*0.33*				
95% queue length		*0.25*		*1.47*				
Control Delay (s/veh)		*8.0*		*12.6*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*12.6*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*151*	*116*	*122*	*111*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*151*	*116*	*122*	*111*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*72*		*139*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*72*	*0*	*139*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*122*		*211*				
C (m) (veh/h)		*1280*		*632*				
v/c		*0.10*		*0.33*				
95% queue length		*0.32*		*1.49*				
Control Delay (s/veh)		*8.1*		*13.5*				
LOS		*A*		*B*				
Approach Delay (s/veh)	--	--	*13.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*192*	*106*	*133*	*111*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*192*	*106*	*133*	*111*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*83*		*206*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*83*	*0*	*206*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*133*		*289*				
C (m) (veh/h)		*1246*		*614*				
v/c		*0.11*		*0.47*				
95% queue length		*0.36*		*2.63*				
Control Delay (s/veh)		*8.2*		*16.0*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*16.0*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Villagefest Peak Hour*

Site Information

Intersection	*Belardo Road @ Andreas Road*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project Description *DT PS*

East/West Street: *Andreas Road* | North/South Street: *Belardo Road*

Intersection Orientation: *North-South* | Study Period (hrs): *1.00*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*303*	*50*	*125*	*394*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*303*	*50*	*125*	*394*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*139*		*209*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*139*	*0*	*209*
Percent Heavy Vehicles	*8*	*0*	*0*	*5*	*0*	*5*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*125*		*348*				
C (m) (veh/h)		*1189*		*406*				
v/c		*0.11*		*0.86*				
95% queue length		*0.35*		*12.56*				
Control Delay (s/veh)		*8.4*		*59.1*				
LOS		*A*		*F*				
Approach Delay (s/veh)	--	--	*59.1*					
Approach LOS	--	--	*F*					

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	47	0	47	21	64	43
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	161	138	0	0	58	96
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	94		128		299		154	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.6	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.08		0.11		0.27		0.14	
hd, final value (s)	5.11		5.09		4.88		4.60	
x, final value	0.13		0.18		0.41		0.20	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.1		3.1		2.9		2.6	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	344		378		549		404	
Delay (s/veh)	8.90		9.21		11.20		8.73	
LOS	A		A		B		A	
Approach: Delay (s/veh)	8.90		9.21		11.20		8.73	
LOS	A		A		B		A	
Intersection Delay (s/veh)	9.94							
Intersection LOS	A							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*PM Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	146	0	146	64	28	55
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	69	66	0	0	142	42
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	292		147		135		184	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.4		0.5		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.1	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.26		0.13		0.12		0.16	
hd, final value (s)	4.89		5.16		5.52		5.21	
x, final value	0.40		0.21		0.21		0.27	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	2.9		3.2		3.5		3.2	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	542		397		385		434	
Delay (s/veh)	11.11		9.54		9.97		10.10	
LOS	B		A		A		B	
Approach: Delay (s/veh)	11.11		9.54		9.97		10.10	
LOS	B		A		A		B	
Intersection Delay (s/veh)	10.36							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	*Greg*
Agency/Co.	*Endo Engineering*
Date Performed	*9/22/2015*
Analysis Time Period	*Saturday Midday Peak Hour*

Site Information

Intersection	*Belardo Road @ Main Street*
Jurisdiction	*Palm Springs*
Analysis Year	*2030+Buildout W/ Park*

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	76	0	76	33	75	56
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	187	166	0	0	82	112
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	152		164		353		194	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.2		0.5		0.0	
Prop. Right-Turns	0.5		0.3		0.0		0.6	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.1		0.2		-0.3	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.14		0.15		0.31		0.17	
hd, final value (s)	5.57		5.58		5.30		5.12	
x, final value	0.24		0.25		0.52		0.28	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	3.6		3.6		3.3		3.1	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	402		414		603		444	
Delay (s/veh)	10.27		10.47		14.02		10.06	
LOS	B		B		B		B	
Approach: Delay (s/veh)	10.27		10.47		14.02		10.06	
LOS	B		B		B		B	
Intersection Delay (s/veh)	11.80							
Intersection LOS	B							

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ALL-WAY STOP CONTROL ANALYSIS

General Information

Analyst	Greg
Agency/Co.	Endo Engineering
Date Performed	9/22/2015
Analysis Time Period	Villagefest Peak Hour

Site Information

Intersection	Belardo Road @ Main Street
Jurisdiction	Palm Springs
Analysis Year	2030+Buildout W/ Park

Project ID *DT PS*

East/West Street: *Main Street* North/South Street: *Belardo Road*

Volume Adjustments and Site Characteristics

Approach	Eastbound			Westbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	158	0	158	69	0	46
%Thrus Left Lane						

Approach	Northbound			Southbound		
Movement	L	T	R	L	T	R
Volume (veh/h)	59	149	0	0	449	84
%Thrus Left Lane						

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LR		LTR		LT		TR	
PHF	1.00		1.00		1.00		1.00	
Flow Rate (veh/h)	316		115		208		533	
% Heavy Vehicles	5		5		5		5	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	1.00							

Saturation Headway Adjustment Worksheet

Prop. Left-Turns	0.5		0.6		0.3		0.0	
Prop. Right-Turns	0.5		0.4		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		-0.0		0.1		-0.0	

Departure Headway and Service Time

hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.28		0.10		0.18		0.47	
hd, final value (s)	6.35		7.01		6.60		5.82	
x, final value	0.56		0.22		0.38		0.86	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t_s (s)	4.4		5.0		4.6		3.8	

Capacity and Level of Service

	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	528		365		458		609	
Delay (s/veh)	17.29		12.02		13.65		40.83	
LOS	C		B		B		E	
Approach: Delay (s/veh)	17.29		12.02		13.65		40.83	
LOS	C		B		B		E	
Intersection Delay (s/veh)	26.83							
Intersection LOS	D							

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Appendix C

TRAFFIC CONTROL SIGNAL WARRANTS

1. MUTCD Traffic Control Signal Warrants
2. Daily Signal Warrant Worksheets

Appendix C
MUTCD Traffic Control Signal Warrants

The Federal Highway Administration (FHWA) publishes the *Manual on Uniform Traffic Control Devices* (MUTCD), which contains all national design, application, and placement standards for traffic control devices. The purpose of these devices, which include signs, signals, and pavement markings, is to promote highway safety, efficiency, and uniformity so that traffic can move efficiently on the Nation's streets and highways. All traffic control devices nationwide must conform to the MUTCD. Although the FHWA adopts the standards, the individual State and local highway agencies, not the FHWA, select, install, operate, and maintain traffic control devices on all roadways nationwide including the Interstate and the U.S. numbered systems.

A traffic signal assigns intersection right-of-way and promotes the orderly movement of pedestrians and vehicles. However, improper signal controls sometimes lead to intentional violations, unnecessary delays and traffic diversion to less desirable routes. Consequently, atraffic control signal should not be installed unless an engineering study indicates that it will improve the overall safety and/or operation of the intersection. Even then, it should not be installed if it would seriously disrupt progressive traffic flow.

The selection and use of traffic control signals should be based on an engineering study of roadway, traffic, and other conditions. A careful analysis of traffic operations, pedestrian and bicyclist needs, and other factors at a large number of signalized and unsignalized intersections, coupled with engineering judgment, has provided a series of signal warrants detailed in the FHWA MUTCD (2009 Edition)[1] that define the minimum conditions under which installing traffic control signals might be justified. As of November 7, 2014, Caltrans has adopted the *California Manual on Uniform Traffic Control Devices* (2014 Edition) which includes the FHWA 2009 MUTCD and Revisions 1 & 2 as amended for use in California to prescribe uniform standards for traffic control devices in California.

In order to justify the installation of a traffic control signal, a traffic control signal needs study is required that demonstrates delay, congestion, approach conditions, driver confusion, future land use, physical characteristics of the location, the factors contained in the traffic signal warrants, and/or other evidence of the need for right-of-way assignment beyond that which could be provided by a STOP sign. The FHWA MUTCD (2009 Edition)[2] and the California MUTCD (2014 Edition) provide guidance and signal warrant sheets for use in developing traffic control signal needs studies.

The following are warrants for installation of a traffic control signal.

Warrant 1 - Eight Hour Vehicular Volume (including minimum vehicle volume and interruption of continuous traffic warrants)

Warrant 2 - Four-Hour Vehicular Volume

Warrant 3 - Peak Hour

Warrant 4 - Pedestrian Volume

Warrant 5 - School Crossing

Warrant 6 - Coordinated Signal System

Warrant 7 - Crash Experience

Warrant 8 - Roadway Network

Warrant 9 - Intersection Near A Grade Crossing

Disadvantages of Signalization

Improperly designed or installed traffic signals, those that are poorly maintained, and unjustified traffic signals can result in one or more of the following disadvantages:

- Excessive delay;

1. U.S. Department of Transportation, Federal Highway Administration, *Manual on Uniform Traffic Control Devices for Streets and Highways,* (2009 Edition).
2. Ibid.

- Excessive disobedience of the signal indications;
- Increased use of less adequate routes (as road users attempt to avoid traffic signals); and
- Significant increases in the frequency of collisions (especially rear-end collisions).

Advantages of Signalization

Traffic signals that are properly designed, located, operated, and maintained have one or more of the following advantages:

- They provide for the orderly movement of vehicular and pedestrian traffic.
- They increase the traffic handling capacity of the intersection (if the signal operational parameters are reviewed and updated on a regular basis and when land use changes have occurred).
- They reduce the frequency and severity of certain types of crashes (especially right- angle collisions).
- They are coordinated to provide for continuous or nearly continuous movement of traffic at a definite speed along a given route under favorable conditions.
- They interrupt heavy traffic at intervals to permit other traffic (vehicular or pedestrian) to cross.

Alternatives to Signalization

Since vehicular delay and the frequency of some types of collisions can be greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic signals even if one or more of the signal warrants has been satisfied.

Alternatives for consideration may include:

- Improving the sight distance at the intersection by moving the stop line(s) and making other changes;
- Adding one or more lanes on a minor street approach to reduce the number of vehicles per lane on the approach;
- Channelizing vehicular movements;
- Installing roadway lighting if a disproportionate number of collisions occur at night;
- Restricting one or more turning movements, perhaps on a time-of-day basis, if alternative routes are available;
- Installing multiway STOP sign control if the warrant is satisfied;
- Installing a roundabout intersection;
- Installing warning signs on the major street regarding the approaching intersection;
- Installing flashing beacons on warning signs in advance of the intersection or at the intersection; and
- Installing measures designed to reduce speeds on the approaches.

General Notes

1. The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.
2. A traffic control signal should not be installed unless an engineering study indicates that installing a traffic control signal will improve the overall safety and/or operation of the intersection.
3. A signal should not be installed if it will seriously disrupt progressive traffic flow.
4. Bicycles may be counted as either vehicles or pedestrians for signal warrant analysis.
5. Pedestrian volume counts should be taken on each crosswalk during the same periods as the vehicular counts and during the hours of highest pedestrian volume.
6. Quantify pedestrian delay time for at least two 30 minute peak pedestrian delay periods of an average weekday or like periods of a Saturday or Sunday.
7. The posted or statutory speed limit or the 85th-percentile speed on the uncontrolled approaches to the location should be noted.
8. The distance to the nearest traffic control signals should be noted.
9. Where feasible, note the queue length on stop-controlled approaches.
10. For signal warrant analysis, a location with a wide median (even if the median is greater than 30 feet) should be considered as one intersection.

Planning Level Daily Traffic Signal Warrants

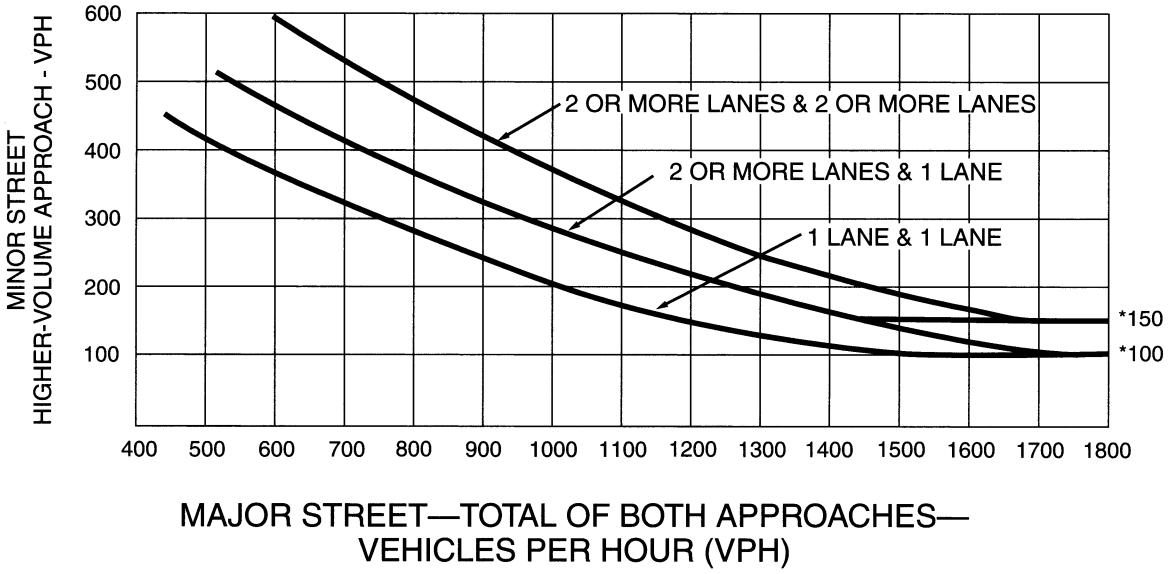
(Based on Estimated Average Daily Traffic)

Urban ☐ Rural ☐ Major Street Speed Limit _____	**Minimum Requirements Estimated ADT**	
1. Minimum Vehicular Satisified ☐ Not Satisified ☐	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban / Rural	Urban / Rural
1 ..... 1	8,000 / 5,600	2,400 / 1,680
2 or more 1	9,600 / 6,720	2,400 / 1,680
2 or more ..... 2 or more	9,600 / 6,720	3,200 / 2,240
1 ..... 2 or more	8,000 / 5,600	3,200 / 2,240
2. Interruption of Continuous Traffic Satisified ☐ Not Satisified ☐	Vehicles per day on major street (total of both approaches)	Vehicles per day on higher-volume minor-street approach (one direction only)
Number of lanes for moving traffic on each approach Major Street / Minor Street	Urban / Rural	Urban / Rural
1 ..... 1	12,000 / 8,400	1,200 / 850
2 or more 1	14,400 / 10,080	1,200 / 850
2 or more ..... 2 or more	14,400 / 10,080	1,600 / 1,120
1 ..... 2 or more	12,000 / 8,400	1,600 / 1,120
3. Combination of Warrants Satisfied ☐ Not Satisifed ☐ No one warrant satisified but following warrants fulfilled 80% or more: ☐ 1 ☐ 2	2 Warrants	2 Warrants

Source: CAMUTCD 2014 Edition (November 7, 2014 Revision) Figure 4C-103 (CA)

Notes:
1. Left turn movements from the major street may be included with minor street volumes if a separate signal phase is to be provided for the left-turn movement.
2. To be used only for NEW INTERSECTIONS or other locations where actual traffic volumes cannot be counted.

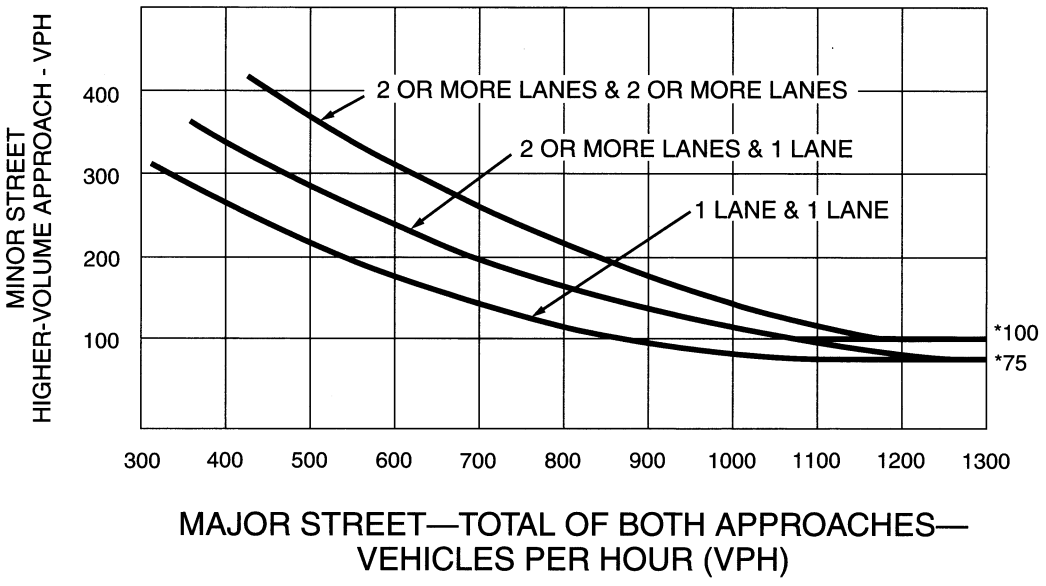
Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 70 km/h OR ABOVE 40 mph ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

Intersection	Major	Approach Lanes		Major Leg Vol		Minor Leg	Minor	Major		Warrant 1		Warrant 2	
	Speed	Major	Minor	Leg 1	Leg 2	Volume	Approach	Approach		**Major**	**Minor**	**Major**	**Minor**
2017+Phase 1				**Weekday**			Volume	Volume	**Threshold**	8,000	2,400	12,000	1,200
Belardo Road	25	1	1	5,250	7,130	2,950	1,475	6,190	**Volume**	6,190	1,475	6,190	1,475
Tahquitz Cyn. Way									**Satisfied**	No	No	**No**	**Yes**
									(%)	0.77	0.61	0.52	
Intersection	Major	Approach Lanes		Major Leg Vol		Minor Leg	Minor	Major		Warrant 1		Warrant 2	
	Speed	Major	Minor	Leg 1	Leg 2	Volume	Approach	Approach		**Major**	**Minor**	**Major**	**Minor**
2017+Phase 1				**Weekday**			Volume	Volume	**Threshold**	9,600	2,400	14,000	1,200
Palm Canyon Dr.	25	3	1	12,430	11,840	1,580	790	12,135	**Volume**	12,135	790	12,135	790
Andreas Road									**Satisfied**	Yes	No	**No**	**No**
									(%)		0.33	0.84	0.66
Intersection	Major	Approach Lanes		Major Leg Vol		Minor Leg	Minor	Major		Warrant 1		Warrant 2	
	Speed	Major	Minor	Leg 1	Leg 2	Volume	Approach	Approach		**Major**	**Minor**	**Major**	**Minor**
2030+Project				**Weekday**			Volume	Volume	**Threshold**	8,000	2,400	12,000	1,200
Completion	25	1	1	9,870	13,030	3,780	1,890	11,450	**Volume**	11,450	1,890	11,450	1,890
Belardo Road									**Satisfied**	Yes	No	**No**	**Yes**
Tahquitz Cyn. Way									(%)		0.79	0.95	
Intersection	Major	Approach Lanes		Major Leg Vol		Minor Leg	Minor	Major		Warrant 1		Warrant 2	
	Speed	Major	Minor	Leg 1	Leg 2	Volume	Approach	Approach		**Major**	**Minor**	**Major**	**Minor**
2030+Project				**Saturday**			Volume	Volume	**Threshold**	8,000	2,400	12,000	1,200
Completion	25	1	1	11,350	15,390	5,030	2,515	13,370	**Volume**	13,370	2,515	13,370	2,515
Belardo Road									**Satisfied**	Yes	Yes	**Yes**	**Yes**
Tahquitz Cyn. Way									(%)				
	Major	Approach Lanes		Major Leg Vol		Minor Leg	Minor	Major		Warrant 1		Warrant 2	
	Speed	Major	Minor	Leg 1	Leg 2	Volume	Approach	Approach		**Major**	**Minor**	**Major**	**Minor**
2030+Project				**Weekday**			Volume	Volume	**Threshold**	9,600	2,400	14,000	1,200
Completion	25	3	1	18,010	16,620	3,710	1,855	17,315	**Volume**	17,315	1,855	17,315	1,855
Palm Canyon Dr.									**Satisfied**	Yes	No	**Yes**	**Yes**
Andreas Road									(%)		0.77		

Appendix D

TRAFFIC GLOSSARY AND ACRONYMS

Appendix D
Traffic Glossary

Access point -- An intersection, driveway, or opening on the right-hand side of a roadway. An entry on the opposite side of a roadway or a median opening also can be considered as an access point if it is expected to influence traffic flow significantly in the direction of interest.

All-way stop control (AWSC) -- An intersection with stop signs at all approaches. The driver's decision to proceed is based on the rules of the road (e.g., the driver on the right has the right-of-way) and also on the traffic conditions of the other approaches.

Annual Average Daily Traffic (AADT) -- The total volume passing a point or segment of a highway facility in both directions for one year divided by the number of days in the year.

Average Daily Traffic (ADT) -- The total volume passing a point or segment of a highway facility in both directions on an average day during a specified interval (which can be the peak month or weekdays etc.).

Average Day -- A day representing traffic volumes normally and repeatedly found at a location, typically a weekday when volumes are influenced by employment or a weekend day when volumes are influenced by entertainment or recreation.

Approach -- All lanes of traffic moving towards an intersection of a midblock location from one direction including any adjacent parking lanes.

Arterial -- Signalized streets that serve primarily through traffic and provide access to abutting properties as a secondary function, having signal spacing of 2 miles or less and turn movements at intersections that usually do not exceed 20 percent of total traffic.

Average approach delay -- Average stopped-time delay at a signalized intersection plus average time lost because of deceleration to and acceleration from a stop, generally estimated as 1.3 times the average stopped time delay.

Average control delay -- the total time vehicles are stopped in an intersection approach during a specified time interval divided by the volume departing from the approach during the same time period. It does not include queue follow-up time (i.e. the time required for the vehicle to travel from the last-in-queue position to the first-in-queue position).

Average stopped-time delay -- The total time vehicles are stopped in an intersection approach or lane group during a specified time interval divided by the volume departing from the approach or lane group during the same time period, in seconds per vehicle.

Average total delay -- The total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility divided by the volume departing from the corresponding cross section of the facility.

AWSC intersection -- an all-way stop-controlled intersection, which can be a three-way stop if the intersection has only three legs or a four-way stop if the intersection has four legs.

Bike lane -- A portion of a roadway that has been designated by striping, signing, and pavement markings for the preferential or exclusive use of bicycles.

Bike path -- A bikeway physically separated from motorized traffic by an open space or barrier, either within the highway right-of-way or within an independent right-of-way.

Bikeway -- Any road, path, or way that in some manner is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicyclists or are to be shared with other vehicles.

Back of Queue (BOQ) – The distance between the stop line of a signalized intersection and the farthest reach of an upstream queue, expressed as the number of vehicles. Vehicles stopped at the front of the queue are counted even if they begin moving.

Capacity -- The maximum sustainable flow rate at which persons or vehicles can be reasonable expected to traverse a point or uniform segment of a lane or roadway during a specified time period under prevailing roadway, traffic, and control conditions, usually expressed as vehicles per hour or persons per hour.

Clearance lost time -- The minimum possible time interval between the departure of one bus from a bus berth and the entrance of another.

Clearance time -- The time, in seconds, between signal phases during which an intersection is not used by any traffic.

Conflicting approach -- The approach at approximately 90 degrees to the subject approach at an all-way stop-controlled (AWSC) intersection.

Conflicting movements -- The traffic streams in conflict at an unsignalized intersection.

Conflicting traffic volume -- The volume of traffic that conflicts with a specific movement at an unsignalized intersection.

Control delay -- The component of delay that results when a control signal causes a lane group to reduce speed or to stop; it is measured by comparison with the uncontrolled condition.

CMP -- Congestion Management Program, designed to ensure that a balanced transportation system is developed that relates population growth, traffic growth, and land use decisions to transportation system level of service performance standards to help reduce traffic congestion and improve air quality.

Constrained operation -- An operating condition in a weaving area in which, because of geometric constraints, weaving vehicles are unable to occupy as large a portion of available lanes as required to achieve balanced operation.

Control Delay – The component of delay that results when a traffic control device causes a lane group to reduce speed or to stop as measured by comparison with the uncontrolled condition.

Critical gap -- The minimum time interval between vehicles in a major traffic stream that permits side-street vehicles in a stop-controlled approach to enter the intersection under prevailing traffic and roadway conditions, in seconds.

Critical lane group -- The lane groups that have the highest flow ratio for a given signal phase.

Critical volume-to-capacity ratio -- The proportion of available intersection capacity used by vehicles in critical lane groups.

Crosswalk -- That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs (or in the absence of curbs, from the edges of the traversable roadway) and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline. Any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by lines on the surface, which may be supplemented by a contrasting pavement texture, style or color.

Cycle -- Any complete sequence of signal indications.

Cycle length -- The total time required for one complete sequence of signal indications.

Deceleration lane -- A paved auxiliary lane, including tapered areas, allowing vehicles leaving the through-traffic lane of the roadway to decelerate.

Delay -- Additional travel time experienced by a driver, passenger, or pedestrian beyond what would reasonably be desired for a given trip.

Demand volume -- The traffic volume expected to desire service past a point or segment of the highway system at some future time, or the traffic currently arriving or desiring service past such a point, usually expressed as vehicles per hour.

Effective green time -- The time allocated for a given traffic movement (green plus yellow) at a signalized intersection less the start-up and clearance lost times for the movement.

Exclusive turn lane -- A designated left- or right-turn lane or lanes used only by vehicles making those turns.

Expressway -- An arterial which increases vehicular capacity by reducing at-grade access and increased signal spacing.

Flared approach -- A shared right-turn lane that allows right-turning vehicles to complete their movement while other vehicles are occupying the lane.

Free flow speed -- (1) The theoretical speed of traffic when density is zero, that is, when no vehicles are present; (2) the average speed of vehicles over an arterial segment not close to signalized intersections under conditions of low volume.

Gap acceptance -- The process by which a minor-street vehicle accepts an available gap to maneuver.

GLA – Gross leasable area is the total floor area designated for tenant occupancy and exclusive use including basements, mezzanines, and upper floors measured from the centerline of joint partitions and from outside wall faces, not including the floor area of any parking garages within the building.

Green time -- The actual length of the green indication for a given movement at a signalized intersection.

HCM -- *Highway Capacity Manual.* HCM 2000 is the year 2000 *Highway Capacity Manual.*

HCS -- Highway Capacity Software implementing the *Highway Capacity Manual* procedures.

Ideal conditions-- Characteristics for a given type of facility that are assumed to be the best possible from the point of view of capacity, that is, characteristics that if further improved would not result increased capacity.

Intersection -- The area embraced within the prolongation or connection of the lateral curb lines, or if none the lateral boundary lines of the roadways of two highways that join one another at, or approximately at right angles, or the area within which vehicles traveling on different highways that join at any other angle might come into conflict. The junction of an alley or driveway with a roadway or highway does not constitute an intersection.

Intersection delay -- The total additional travel time experienced by drivers, passengers, or pedestrians as a result of control measures and interaction with other users of the facility, divided by the volume departing from the corresponding cross section of the facility.

Interval -- The part of a signal cycle during which signal indications do not change.

Level of service (LOS) -- A qualitative measure describing operational conditions within a traffic stream, generally described in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety.

Lost time -- The time during which the intersection is not effectively used by any movement. Clearance lost time plus start-up lost time.

Major street -- The street not controlled by stop signs at a two-way stop-controlled intersection. The street normally carrying the higher volume of vehicular traffic.

Maximum service flow rate -- The highest 15-minute rate of flow that can be accommodated on a highway facility under ideal conditions while maintaining the operating characteristics for a stated level of service, expressed as passenger cars per hour per lane.

Minor Street -- The street controlled by stop signs at a two-way stop-controlled intersection; also referred to as a side street. The street normally carrying the lower volume of vehicular traffic.

Passenger car equivalent -- The number of passenger cars that are displaced by a single heavy vehicle of a particular type under prevailing roadway, traffic, and control conditions.

Peak hour -- The hour during which the greatest number of vehicles are traveling on a given facility.

Peak hour factor -- The hourly volume during the maximum volume hour of the day divided by the peak 15-minute rate of flow within the peak hour; a measure of traffic demand fluctuation within the peak hour.

Peak Hour of Adjacent Street – The 60-minute period during the highest volume occurs on the roadway abutting the site. Usually between 7:00 a.m. and 9:00 a.m. and between 4:00 p.m. and 6:00 p.m. in a weekday.

Peak Hour of the Generator – The 60-minute period in which the highest volume of traffic entering and leaving the site occurs.

Peak-hour trip generation -- The total number of vehicular trips to and from a site during a peak 60–minute period.

Pedestrian Clearance Time -- The time provided for a pedestrian crossing in a crosswalk, after leaving the curb or shoulder, to travel to the far side of the traveled way or to a median.

Performance measure -- A quantitative or qualitative characteristic describing the quality of service provided by a transportation facility or service.

Permitted plus protected -- Compound left-turn protection that displays the permitted phase before the protected phase.

Permitted turns -- Left or right turns at a signalized intersection that are made against an opposing or conflicting vehicular or pedestrian flow.

Phase -- The part of a signal cycle allocated to any combination of traffic movements receiving the right-of-way simultaneously during one or more intervals.

Planning analysis -- A use of capacity analysis procedures to estimate the number of lanes required by a facility in order to provide for a specified level of service based on approximate and general planning data in the early stages of project development.

Platoon -- A group of vehicles or pedestrians traveling together as a group, either voluntarily or involuntarily because of signal control, geometrics, or other factors.

Platoon -- A group of vehicles or pedestrians traveling together as a group, either voluntarily or involuntarily, because of traffic signal controls, geometrics, or other factors.

Protected turns -- Left or right turns at a signalized intersection made with no opposing or conflicting vehicular or pedestrian flow.

Queue -- A line of vehicles or persons waiting to be served by the system in which the rate of low from the front of the queue determines the average speed within the queue. Slowly moving vehicles or people joining the rear of the queue are usually considered a part of the queue. The internal queue dynamics may involve a series of starts and stops. A faster-moving line of vehicles is often referred to as a moving queue or a platoon.

Red Clearance Interval -- An optional interval that follows a yellow change interval and precedes the next conflicting green interval.

Right-of-Way Assignment -- The permitting of vehicles and/or pedestrians to proceed in a lawful manner in preference to other vehicles or pedestrians by the display of signal indications.

Roadway Network -- A geographical arrangement of intersecting roadways.

RTIP -- Regional Transportation Improvement Program is a list of transportation projects, their costs and projected funding sources, and their anticipated date of completion.

RTP -- Regional Transportation Plan is a plan adopted for the region's transit, highways, bicycle programs, commuter and inter-city rail lines.

Shared lane capacity -- The capacity of a lane at an unsignalized intersection that is shared by two or three movements, in passenger cars per hour.

Signal Coordination -- The establishment of timed relationships between adjacent traffic control signals.

Signal Phase -- the right-of-way, yellow change, and red clearance intervals in a cycle that are assigned to an independent traffic movement or combination of movements.

Signal System -- two or more traffic control signals operating in signal coordination.

Signal Timing -- the amount of time allocated for the display of a signal indication.

Signal Warrant -- a threshold condition that, if found to be satisfied as part of an engineering study, shall result in analysis of other traffic conditions or factors to determine whether a traffic control signal or other improvement is justified.

Student – a person enrolled in an institution such as a school, college, or university on either a full-time or part-time basis. The ITE trip-generation rates refer to the total number of persons enrolled at a facility, not just those present at the time the trip generation study was conducted.

TDM -- Transportation Demand Management is a program designed to decrease the demand for peak hour commute and truck travel and increase the use of alternative transportation modes.

TIS – Traffic impact study.

Total delay -- The sum of all components of delay for any lane group, including control delay, traffic delay, geometric delay, and incident delay.

Trip – a one-direction vehicle movement either to or from the site. A trip with either an origin or a destination inside the site.

Trip-end -- one end of a trip at either the origin or the destination; i.e. each trip has two trip-ends. The total number of trip ends generated by a land use is the sum of all entering trips plus all exiting trips.

Traffic -- pedestrians, bicyclists, ridden or herded animals, vehicles, streetcars, and other conveyances either singularly or together while using any highway for purposes of travel.

Traffic Control Signal -- any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed.

Travel speed -- The average speed, in miles per hour, of a traffic stream computed as the length of a highway segment divided by the average travel time of the vehicles traversing the segment.

Travel time -- The average time spent by vehicles traversing a highway segment, including control delay, in seconds per vehicle or minutes per vehicle.

TSM -- Transportation Systems Management is a program to facilitate low cost traffic flow improvements like coordinating traffic signals, metering freeway ramps and incident management.

Two-way left-turn lane (TWLTL) -- The center lane on a three-lane or multi-lane highway that is used continuously for vehicles turning left in either direction of flow at mid-block locations.

Two-way stop-control (TWSC) -- The type of traffic control at an intersection where drivers on the minor street or a driver turning left from the major street wait for a gap in the major-street traffic to complete a maneuver.

Unconstrained Operation -- An operating condition in a weaving area where geometric constraints do not limit the ability of weaving vehicles to achieve balanced operation.

Unsignalized intersection -- Any intersection not controlled by traffic signals.

V/C ratio -- The ratio of demand flow rate to capacity for a traffic facility. The critical volume-to-capacity ratio is the proportion of available intersection capacity used by vehicles in critical lane groups.

Volume -- The number of persons or vehicles passing a point on a lane, roadway, sidewalk etc. during some time interval, often taken to be one hour, expressed in vehicles.

VMT -- Vehicle miles traveled.

Yellow Change Interval -- the first interval following the green interval during which the yellow signal indication is displayed.

Appendix D
List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ADA	Americans with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AWSC	All-Way Stop Control
BOQ	Back of queue
CDE	California Department of Education
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CIP	Capital Improvement Program
CMA	Congestion Management Agency
CMP	Congestion Management Program
COD	College of the Desert
CVAG	Coachella Valley Association of Governments
DSA	Division of the State Architect
FHWA	Federal Highway Administration
GLA	Gross Leasable Area
HCM	Highway Capacity Manual
HCS	Highway Capacity Software
HOV	High Occupancy Vehicles
IDEA	Individuals with Disabilities Education Act
ITE	Institute of Transportation Engineers
LOS	Level of Service
MUTCD	Manual of Uniform Traffic Control Devices
PHF	Peak Hour Factor
RCTC	Riverside County Transportation Commission
RIVTAM	Riverside County Transportation Analysis Model
ROW	Right-Of-Way
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SR	State Route
TAZ	Traffic Analysis Zone
TDM	Transportation Demand Management
TIP	Transportation Improvement Program
TRB	Transportation Research Board
TSF	Thousand Square Feet
TSM	Transportation Systems Management
TTC	Temporary Traffic Control
TUMF	Transportation Uniform Mitigation Fee
TWLTL	Two-Way Left-Turn Lane
TWSC	Two-Way Stop Control
UFAS	Uniform Federal Accessibility Standards
VMT	Vehicle Miles Traveled
VPD	Vehicles Per Day
VPH	Vehicles Per Hour
WVC	West Valley Campus

Appendix E

RELEVANT GENERAL PLAN GOALS
POLICIES AND ACTIONS

Appendix E
Palm Springs General Plan Circulation Goals and Policies

The *Palm Springs 2007 General Plan* Circulation Element includes the following goals:

CR1: Establish and maintain an efficient, interconnected circulation system that accommodates vehicular travel, walking, bicycling, public transit, and other forms of transportation.
CR2: Establish improved levels of service for efficient traffic flow and provide a safe circulation system.
CR3: Provide efficient circulation in the Downtown to support its role as the City's primary retail center.
CR4: Reduce the City's dependence on the use of single-passenger vehicles by enhancing mass transit opportunities.
CR5: Provide improved mobility for City residents to access local services.
CR6: Establish the City of Palm Springs as the premiere provider of recreational trails and bikeways in the Coachella Valley.
CR7: Create a pedestrian experience that is attractive to both residents and visitors.
CR8: Develop a system of parking facilities and operations that serve current and future commercial and residential uses and preserve the quality of life in residential neighborhoods.

City Policies Related to Vehicular Mobility Goals

- Provide travel choices to reduce traffic congestion.
- Continue to implement the City's *Transportation Demand Management* Ordinance.
- Continue to participation in the *Transportation Uniform Mitigation Fee* program.
- Require adequate drop-off and pick-up facilities at all new schools for safety and to prevent traffic congestion;
- Accommodate pedestrian access, including handicapped accessibility in accordance with current ADA regulations.
- Maintain LOS D or better for the City's circulation network, as measured using "in season" peak hour conditions.
- Upgrade and maintain traffic signal interconnect systems to efficiently coordinate and control traffic flow on arterial streets including the installation or removal of separate left-turn phasing where warranted. Traffic signal timing should adequately provide for safe pedestrian crossing.
- Establish roadway designs that complement the community character and contribute to the livability of neighborhoods and commercial districts (i.e., width, sidewalks, parking, landscaping, etc.),
- Strongly encourage developers to incorporate trails and pedestrian and bicycle linkages into their projects to reduce dependence on vehicular use.

City Policies Related to Pedestrian Mobility Goals

- Integrate sidewalks with the City's circulation system to connect residents to transit facilities.
- Provide barrier-free accessibility for all handicapped residents, employees and visitors, including special designs for rural street profiles to accommodate ADA-required path of travel separation from vehicular lanes.
- Periodically update the City's ADA compliance report to ensure adequate disability access improvements are identified and adequate financing and capital improvement plans are in place.
- Provide shade on sidewalks, particularly in the downtown, to make walking more appealing during the summer months.
- Provide and maintain trash receptacles, benches, shade structures, drinking fountains, and other amenities in pedestrian corridors throughout the City.
- Ensure that appropriate pedestrian facilities are provided as a component of new development.
- Provide incentives to developers to add pedestrian trails and infrastructure.

City Bikeway Policies

- Maintain widths, surfaces, and general maintenance of streets in a manner that will ensure the safety of the cyclists using them.
- Encourage proper design and maintenance of facilities and appropriate signing to ensure the safe use of the bikeway and trail systems
- Incorporate provisions within the Zoning Ordinance requiring private developers to construct recognized bikeways that abut developable property.
- Provide bike racks and other bicycle amenities throughout the City to encourage bicycle use as an alternative to vehicular use.

City Parking Policies

- Require sufficient parking to serve each use, including employee and visitor parking needs.
- Locate surface parking lots to the rear of businesses fronting main streets. Surface parking lots directly fronting on main streets interrupt the continuity of the building structures and the pedestrian walking experience.
- Provide parking spaces for bicycles, motorcycles, and similar vehicles as part of all parking facilities, public and private.
- Encourage the development and use of common parking facilities versus individual on-site parking facilities.
- Provide appropriate and consistent signage to direct motorists to public and private parking areas.
- Public and private parking lots should provide for electric vehicle recharging stations.