

MOVEMENT SUMMARY

 Site: 101 [General Holmes Dr/ Bestic St]

 Network: N101 [2018 Base AM]

New Site

Signals - Fixed Time Coordinated Cycle Time = 150 seconds (Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Bestic St													
4a	L1	3	0.0	3	0.0	0.087	64.0	LOS E	1.5	10.3	0.90	0.66	28.3
5	T1	20	0.0	20	0.0	0.087	60.5	LOS E	1.5	10.3	0.90	0.66	19.0
6b	R3	12	0.0	12	0.0	0.053	65.8	LOS E	0.7	5.2	0.89	0.69	27.4
Approach		35	0.0	35	0.0	0.087	62.6	LOS E	1.5	10.3	0.90	0.67	23.3
NorthEast: General Holmes Dr													
24b	L3	5	0.0	5	0.0	0.341	11.6	LOS A	10.3	78.8	0.32	0.30	50.5
25	T1	1444	11.2	1444	11.2	0.341	5.2	LOS A	10.3	79.0	0.32	0.29	55.3
26a	R1	260	4.5	260	4.5	0.876	70.6	LOS F	8.4	61.1	1.00	0.98	18.4
Approach		1709	10.1	1709	10.1	0.876	15.1	LOS B	10.3	79.0	0.43	0.40	47.3
West: Bestic St													
10a	L1	1128	1.6	1041	1.7	0.658	56.7	LOS E	19.8	140.3	0.99	0.86	23.2
11	T1	15	0.0	14	0.0	0.658	55.2	LOS D	19.6	140.3	0.99	0.86	21.7
12b	R3	12	36.4	11	38.3	0.658	60.3	LOS E	19.6	140.3	0.99	0.86	22.2
Approach		1155	1.9	1065 ^{N1}	2.1	0.658	56.7	LOS E	19.8	140.3	0.99	0.86	23.2
SouthWest: General Holmes Dr													
30b	L3	13	8.3	13	8.3	0.911	25.7	LOS B	59.4	424.9	0.77	0.75	37.0
31	T1	3236	2.5	3236	2.5	0.911	19.1	LOS B	59.5	425.6	0.77	0.75	45.6
Approach		3248	2.5	3248	2.5	0.911	19.1	LOS B	59.5	425.6	0.77	0.75	45.6
All Vehicles		6147	4.5	6058 ^{N1}	4.6	0.911	24.9	LOS B	59.5	425.6	0.71	0.67	41.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.2 %

Number of Iterations: 10 (maximum specified: 10)

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

Movement Performance - Pedestrians								
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Distance m	Prop. Queued	Effective Stop Rate per ped
P2	East Full Crossing	53	5.6	LOS A	0.1	0.1	0.27	0.27
P4	West Full Crossing	53	16.4	LOS B	0.1	0.1	0.47	0.47
P8	SouthWest Full Crossing	53	69.3	LOS F	0.2	0.2	0.96	0.96
All Pedestrians		158	30.4	LOS D			0.57	0.57

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.
Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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\Des_An\SIDRA\Keymaagh 2018 AM Peak v02.sip7

MOVEMENT SUMMARY

Site: 101 [Bestic St/ Jacobson Ave]

Network: N101 [2018 Base AM]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Arrival Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Bestic St													
4a	L1	60	5.3	60	5.3	0.049	5.2	LOS A	0.0	0.0	0.00	0.39	51.3
5	T1	232	4.1	232	4.1	0.136	2.2	LOS A	0.5	3.4	0.13	0.07	38.7
6b	R3	6	16.7	6	16.7	0.136	23.7	LOS B	0.5	3.4	0.15	0.02	46.6
Approach		298	4.6	298	4.6	0.136	3.2	NA	0.5	3.4	0.10	0.13	45.6
NorthEast: Jacobson Ave													
24b	L3	41	10.3	41	10.3	0.417	18.6	LOS B	0.9	6.7	0.74	1.09	28.8
25	T1	5	0.0	5	0.0	0.417	55.9	LOS D	0.9	6.7	0.74	1.09	36.0
26a	R1	5	20.0	5	20.0	0.417	89.6	LOS F	0.9	6.7	0.74	1.09	28.8
Approach		52	10.2	52	10.2	0.417	29.7	LOS C	0.9	6.7	0.74	1.09	29.9
West: Bestic St													
10a	L1	12	9.1	12	9.1	0.006	5.4	LOS A	0.0	0.0	0.00	0.59	49.1
11	T1	985	1.7	985	1.7	0.261	0.0	LOS A	5.2	37.1	0.01	0.01	59.1
12b	R3	9	11.1	9	11.1	0.261	7.9	LOS A	5.2	37.1	0.02	0.01	49.7
Approach		1006	1.9	1006	1.9	0.261	0.2	NA	5.2	37.1	0.01	0.01	57.9
SouthWest: Moate Ave													
30b	L3	14	0.0	14	0.0	3.873	2615.3	LOS F	80.7	571.2	1.00	3.96	0.7
31	T1	17	12.5	17	12.5	3.873	2632.0	LOS F	80.7	571.2	1.00	3.96	1.3
32a	R1	125	0.0	125	0.0	3.873	2634.4	LOS F	80.7	571.2	1.00	3.96	0.7
Approach		156	1.4	156	1.4	3.873	2632.4	LOS F	80.7	571.2	1.00	3.96	0.8
All Vehicles		1512	2.6	1512	2.6	3.873	273.1	NA	80.7	571.2	0.16	0.48	2.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.2 %

Number of Iterations: 10 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [Bestic St/ Reading Rd]

Network: N101 [2018 Base AM]

New Site
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total	Flows HV %	Arrival Total	Flows HV %	Deg. Satn	Average Delay	Level of Service	95% Back Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Average Speed
		veh/h		veh/h		v/c	sec		veh	m		per veh	km/h
East: Bestic St													
4a	L1	6	0.0	6	0.0	0.122	5.3	LOS A	0.0	0.0	0.00	0.02	56.2
5	T1	234	4.5	225	4.7	0.122	0.0	LOS A	0.0	0.0	0.00	0.02	59.7
6b	R3	4	0.0	4	0.0	0.014	16.3	LOS B	0.0	0.3	0.72	0.85	37.2
Approach		244	4.3	235 ^{N1}	4.5	0.122	0.4	NA	0.0	0.3	0.01	0.03	59.0
NorthEast: Caroma Ave													
24b	L3	3	0.0	3	0.0	0.029	6.6	LOS A	0.1	0.6	0.69	0.71	31.5
25	T1	2	0.0	2	0.0	0.029	44.9	LOS D	0.1	0.6	0.69	0.71	38.4
Approach		5	0.0	5	0.0	0.029	21.9	LOS B	0.1	0.6	0.69	0.71	35.1
West: Bestic St													
10a	L1	18	0.0	18	0.0	0.170	5.3	LOS A	0.0	0.0	0.00	0.03	57.5
11	T1	965	1.7	965	1.7	0.170	0.0	LOS A	25.0	177.6	0.00	0.01	59.8
12b	R3	85	2.5	85	2.5	0.060	6.8	LOS A	0.3	1.9	0.34	0.62	48.3
Approach		1068	1.8	1068	1.8	0.170	0.7	NA	25.0	177.6	0.03	0.06	57.7
SouthWest: Reading Rd													
30b	L3	47	8.9	47	8.9	0.241	6.5	LOS A	0.7	5.4	0.61	0.69	42.3
31	T1	2	0.0	2	0.0	0.241	49.9	LOS D	0.7	5.4	0.61	0.69	40.2
32a	R1	11	0.0	11	0.0	0.241	61.8	LOS E	0.7	5.4	0.61	0.69	34.0
Approach		60	7.0	60	7.0	0.241	17.7	LOS B	0.7	5.4	0.61	0.69	41.2
All Vehicles		1378	2.4	1368 ^{N1}	2.5	0.241	1.4	NA	25.0	177.6	0.05	0.08	56.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 3.2 %

Number of Iterations: 10 (maximum specified: 10)

^{N1} Arrival Flow value is reduced due to capacity constraint at oversaturated upstream lanes.

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MOVEMENT SUMMARY



Site: 101 [Jacobson Avenue / Beehang Street]

New Site

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Beehang St											
21	L2	4	0.0	0.014	6.8	LOS A	0.0	0.4	0.11	1.02	37.4
22	T1	12	9.1	0.014	7.2	LOS A	0.0	0.4	0.11	1.02	37.2
Approach		16	6.7	0.014	7.1	LOS A	0.0	0.4	0.11	1.02	37.3
NorthEast: Jacobson Ave											
24	L2	6	0.0	0.019	3.5	LOS A	0.1	0.4	0.06	0.19	39.4
25	T1	21	5.0	0.019	0.0	LOS A	0.1	0.4	0.06	0.19	39.3
26	R2	8	0.0	0.019	3.6	LOS A	0.1	0.4	0.06	0.19	39.1
Approach		36	2.9	0.019	1.5	NA	0.1	0.4	0.06	0.19	39.2
NorthWest: Beehang St											
27	L2	14	0.0	0.073	6.8	LOS A	0.3	1.9	0.12	0.99	37.5
28	T1	42	7.5	0.073	7.2	LOS A	0.3	1.9	0.12	0.99	37.2
29	R2	23	0.0	0.073	6.7	LOS A	0.3	1.9	0.12	0.99	37.1
Approach		79	4.0	0.073	7.0	LOS A	0.3	1.9	0.12	0.99	37.2
SouthWest: Jacobson Ave											
30	L2	12	0.0	0.022	3.4	LOS A	0.1	0.5	0.06	0.26	39.1
31	T1	17	18.8	0.022	0.0	LOS A	0.1	0.5	0.06	0.26	39.0
32	R2	11	0.0	0.022	3.6	LOS A	0.1	0.5	0.06	0.26	38.8
Approach		39	8.1	0.022	2.0	NA	0.1	0.5	0.06	0.26	39.0
All Vehicles		169	5.0	0.073	4.7	NA	0.3	1.9	0.09	0.66	38.0

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: 101 [Bestic St/ Reading Rd]

Network: N101 [Network1]

New Site

Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Arrival Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Bestic St													
4a	L1	22	0.0	22	0.0	0.420	5.3	LOS A	0.0	0.0	0.00	0.02	56.1
5	T1	782	2.7	782	2.7	0.420	0.0	LOS A	0.0	0.0	0.00	0.02	59.6
6b	R3	11	0.0	11	0.0	0.016	8.8	LOS A	0.1	0.4	0.43	0.66	42.4
Approach		815	2.6	815	2.6	0.420	0.3	NA	0.1	0.4	0.01	0.02	59.2
NorthEast: Caroma Ave													
24b	L3	4	0.0	4	0.0	0.136	5.8	LOS A	0.4	2.6	0.76	0.73	22.3
25	T1	1	0.0	1	0.0	0.136	59.8	LOS E	0.4	2.6	0.76	0.73	30.5
26a	R1	5	0.0	5	0.0	0.136	76.3	LOS F	0.4	2.6	0.76	0.73	32.0
Approach		11	0.0	11	0.0	0.136	46.5	LOS D	0.4	2.6	0.76	0.73	28.7
West: Bestic St													
10a	L1	6	0.0	6	0.0	0.069	5.3	LOS A	0.0	0.0	0.00	0.03	57.5
11	T1	395	0.5	395	0.5	0.069	0.0	LOS A	0.0	0.0	0.00	0.01	59.8
12b	R3	31	3.4	31	3.4	0.046	10.6	LOS A	0.2	1.3	0.64	0.83	46.1
Approach		432	0.7	432	0.7	0.069	0.8	NA	0.2	1.3	0.05	0.07	57.6
SouthWest: Reading Rd													
30b	L3	18	17.6	18	17.6	0.129	12.7	LOS A	0.4	2.9	0.83	0.92	39.3
31	T1	1	0.0	1	0.0	0.129	59.5	LOS E	0.4	2.9	0.83	0.92	37.6
32a	R1	3	0.0	3	0.0	0.129	76.6	LOS F	0.4	2.9	0.83	0.92	30.6
Approach		22	14.3	22	14.3	0.129	24.1	LOS B	0.4	2.9	0.83	0.92	38.3
All Vehicles		1279	2.1	1279	2.1	0.420	1.3	NA	0.4	2.9	0.04	0.06	57.2

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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MOVEMENT SUMMARY

Site: 101 [Bestic St/ Jacobson Ave]

Network: N101 [Network1]

New Site
Giveway / Yield (Two-Way)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Flows Total veh/h	Flows HV %	Arrival Flows Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Bestic St													
4a	L1	319	2.3	319	2.3	0.170	5.2	LOS A	0.0	0.0	0.00	0.59	49.3
5	T1	747	2.7	747	2.7	0.443	0.4	LOS A	0.8	5.8	0.07	0.03	52.2
6b	R3	35	0.0	35	0.0	0.443	10.4	LOS A	0.8	5.8	0.07	0.03	49.5
Approach		1101	2.5	1101	2.5	0.443	2.1	NA	0.8	5.8	0.05	0.19	50.0
NorthEast: Jacobson Ave													
24b	L3	16	20.0	16	20.0	0.347	16.7	LOS B	1.2	9.3	0.82	1.03	24.0
25	T1	18	0.0	18	0.0	0.347	58.3	LOS E	1.2	9.3	0.82	1.03	32.0
26a	R1	12	0.0	12	0.0	0.347	53.2	LOS D	1.2	9.3	0.82	1.03	24.0
Approach		45	7.0	45	7.0	0.347	42.5	LOS D	1.2	9.3	0.82	1.03	27.9
West: Bestic St													
10a	L1	38	0.0	38	0.0	0.020	5.3	LOS A	0.0	0.0	0.00	0.59	49.7
11	T1	301	0.7	301	0.7	0.137	0.7	LOS A	0.7	5.2	0.08	0.07	51.2
12b	R3	61	0.0	61	0.0	0.137	13.0	LOS A	0.7	5.2	0.68	0.57	40.6
Approach		400	0.5	400	0.5	0.137	3.0	NA	0.7	5.2	0.16	0.19	46.1
SouthWest: Moate Ave													
30b	L3	44	2.4	44	2.4	0.505	24.2	LOS B	2.3	17.0	0.00	1.08	22.1
31	T1	13	16.7	13	16.7	0.505	75.4	LOS F	2.3	17.0	0.00	1.08	30.1
32a	R1	23	4.5	23	4.5	0.505	77.2	LOS F	2.3	17.0	0.00	1.08	22.1
Approach		80	5.3	80	5.3	0.505	47.6	LOS D	2.3	17.0	0.00	1.08	23.8
All Vehicles		1626	2.3	1626	2.3	0.505	5.7	NA	2.3	17.0	0.10	0.26	42.1

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

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Project: \\cardno.corp\global\AU\NSW\DirectoryStructure\Projects\808\FY18\157_Kyeemagh and Liverpool PS\001_Kyeemagh Infants\005-Traffic\Des_An\SIDRA\Kyeemagh 2018 PM Peak v02 .sip7

MOVEMENT SUMMARY

 Site: 101 [General Holmes Dr/ Bestic St]

 Network: N101 [Network1]

New Site

Signals - Fixed Time Isolated Cycle Time = 90 seconds (Practical Cycle Time)

Movement Performance - Vehicles													
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Arrival Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
East: Bestic St													
4a	L1	3	0.0	3	0.0	0.083	37.1	LOS C	1.1	7.4	0.87	0.64	35.7
5	T1	25	0.0	25	0.0	0.083	33.7	LOS C	1.1	7.4	0.87	0.64	26.2
6b	R3	8	0.0	8	0.0	0.038	40.1	LOS C	0.3	2.2	0.86	0.67	33.9
Approach		37	0.0	37	0.0	0.083	35.4	LOS C	1.1	7.4	0.87	0.65	29.5
NorthEast: General Holmes Dr													
24b	L3	22	0.0	22	0.0	0.747	16.0	LOS B	27.2	195.8	0.70	0.65	47.6
25	T1	2921	3.2	2921	3.2	0.747	9.6	LOS A	27.4	196.8	0.70	0.65	51.8
26a	R1	1022	2.1	1022	2.1	0.904	51.3	LOS D	26.9	191.8	1.00	1.06	22.7
Approach		3965	2.9	3965	2.9	0.904	20.3	LOS B	27.4	196.8	0.77	0.75	43.4
West: Bestic St													
10a	L1	273	1.9	273	1.9	0.133	14.7	LOS B	2.9	20.6	0.52	0.65	42.1
11	T1	35	0.0	35	0.0	0.251	36.4	LOS C	2.8	20.0	0.90	0.74	26.8
12b	R3	37	5.7	37	5.7	0.251	41.6	LOS C	2.8	20.0	0.90	0.74	28.3
Approach		344	2.1	344	2.1	0.251	19.8	LOS B	2.9	20.6	0.60	0.67	37.9
SouthWest: General Holmes Dr													
30b	L3	40	10.5	40	10.5	0.871	47.3	LOS D	25.6	185.4	1.00	1.04	25.7
31	T1	1554	3.5	1554	3.5	0.871	40.5	LOS C	26.1	188.3	1.00	1.04	36.0
Approach		1594	3.6	1594	3.6	0.871	40.7	LOS C	26.1	188.3	1.00	1.04	35.8
All Vehicles		5940	3.0	5940	3.0	0.904	25.9	LOS B	27.4	196.8	0.83	0.82	40.5

Site Level of Service (LOS) Method: Delay (RTA NSW). Site LOS Method is specified in the Network Data dialog (Network tab).

Vehicle movement LOS values are based on average delay per movement.

Intersection and Approach LOS values are based on average delay for all vehicle movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Largest change in Average Back of Queue or Degree of Saturation for any lane during the last three iterations: 0.0 %

Number of Iterations: 5 (maximum specified: 10)

Movement Performance - Pedestrians									
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped	
P2	East Full Crossing	53	7.2	LOS A	0.1	0.1	0.40	0.40	
P4	West Full Crossing	53	30.5	LOS D	0.1	0.1	0.82	0.82	
P8	SouthWest Full Crossing	53	39.3	LOS D	0.1	0.1	0.94	0.94	
All Pedestrians		158	25.7	LOS C			0.72	0.72	

Level of Service (LOS) Method: SIDRA Pedestrian LOS Method (Based on Average Delay)

Pedestrian movement LOS values are based on average delay per pedestrian movement.

Intersection LOS value for Pedestrians is based on average delay for all pedestrian movements.

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MOVEMENT SUMMARY



Site: 101 [Jacobson Avenue / Beehang Street]

New Site

Stop (Two-Way)

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Beehang St											
21	L2	5	0.0	0.011	6.8	LOS A	0.0	0.3	0.09	1.00	37.4
22	T1	8	0.0	0.011	6.9	LOS A	0.0	0.3	0.09	1.00	37.2
Approach		14	0.0	0.011	6.8	LOS A	0.0	0.3	0.09	1.00	37.3
NorthEast: Jacobson Ave											
24	L2	5	0.0	0.015	3.4	LOS A	0.0	0.1	0.03	0.13	39.7
25	T1	20	5.3	0.015	0.0	LOS A	0.0	0.1	0.03	0.13	39.5
26	R2	2	0.0	0.015	3.6	LOS A	0.0	0.1	0.03	0.13	39.3
Approach		27	3.8	0.015	1.0	NA	0.0	0.1	0.03	0.13	39.5
NorthWest: Beehang St											
27	L2	9	0.0	0.014	6.8	LOS A	0.1	0.4	0.11	0.94	37.4
28	T1	3	0.0	0.014	6.9	LOS A	0.1	0.4	0.11	0.94	37.2
29	R2	4	0.0	0.014	6.8	LOS A	0.1	0.4	0.11	0.94	37.1
Approach		17	0.0	0.014	6.8	LOS A	0.1	0.4	0.11	0.94	37.3
SouthWest: Jacobson Ave											
30	L2	11	0.0	0.033	3.5	LOS A	0.1	0.8	0.07	0.23	39.3
31	T1	31	3.4	0.033	0.0	LOS A	0.1	0.8	0.07	0.23	39.1
32	R2	20	0.0	0.033	3.6	LOS A	0.1	0.8	0.07	0.23	38.9
Approach		61	1.7	0.033	1.8	NA	0.1	0.8	0.07	0.23	39.1
All Vehicles		119	1.8	0.033	2.9	NA	0.1	0.8	0.07	0.40	38.7

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Vehicle movement LOS values are based on average delay per movement.

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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