Our Ref.: 17786L0237

7th July, 2015

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Leighton Properties
Level 26, 35 Collins Street
MELBOURNE VIC 3000

Attention: Tom Kenessey

Dear Sir,

CRANBOURNE WEST PSP: FREEWAY INTERCHANGE
CRANBOURNE WEST – LEIGHTON PROPERTIES & KELLY LAND
FURTHER TRAFFIC ENGINEERING ASSISTANCE

We refer to your request to provide a response to Council's RFI clarifying our position as to whether a freeway interchange is needed at the intersection of Wedge Road and Western Port Freeway in Cranbourne West.

Our assessment is provided below.

TRAFFIC CONSIDERATIONS

Traffix Group has undertaken intersection assessments, using SIDRA[1] Intersection analysis package, of the Thompsons Road and Hall Road intersections with the proposed Western Port Freeway. Analyses were undertaken for post development conditions of the Cranbourne West PSP and worked on the provision of no freeway interchange being provided at Wedge Road.

Traffic generation numbers were adapted from an O'Brien Evidence Statement at a panel hearing for Amendment C99 to the Frankston Planning Scheme. As the numbers in the evidence statement were unidirectional for each peak period, a 70/30 split was assumed for counter flow traffic entering the freeway in the AM peak and exiting in the PM peak. Furthermore, traffic volumes were not provided for Hall Road or Thompsons Road and accordingly, volumes associated with a similar interchange, Springvale Road and Monash Freeway, were used as a guide.

For simplicity, it has been assumed that there was an equal split in the distribution of approaching and exiting traffic at the intersection.

No peak flow factor was adopted in this instance.

The interchange saturations are presented in Table 1 below.

[1] SIDRA 6.0 is an intersection analysis package used to model intersection operating conditions.

Table 1: Degrees of Saturation

Approach	Post Development - Degree of Saturation	
	AM Peak Hour	PM Peak Hour
Hall Road Interchange		
Hall Road – East Approach	1.01	1.09
Hall Road– West Approach	1.01	1.08
WPF – South Approach	0.31	1.09
WPF – North Approach	0.11	1.11
Thompsons Road Interchange – West Side		
Between Signals - Westbound	1.09	0.68
Thompsons Road – West Approach	1.09	0.67
Northbound Freeway Off-Ramp	1.11	0.67
Thompsons Road Interchange – East Side		
Between Signals - Eastbound	0.63	0.93
Thompsons Road – East Approach	0.62	0.85
Southbound Freeway Off-Ramp	0.64	0.91

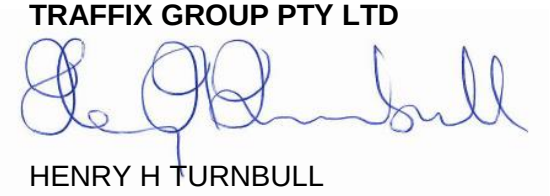
Significantly, Degrees of Saturation (DOS) less than 0.9 are considered to be good operating conditions for signalised intersections. As can be seen, many of the DOS (being the highest DOS of any one approach at that intersection) are either at the edge of good operating conditions or in excess of the intersection capacity (higher than 1.0).

Table 1 indicates that the removal of the Wedge Road interchange will have detrimental impacts on both the Hall Road and Thompsons Road interchanges and result in unreasonable time delays and poor overall functionality. We are therefore of the opinion that the Wedge Road interchange should be retained.

Full outputs of the SIDRA analysis and intersections layouts for post development conditions are attached at Appendix A.

We trust this is sufficient for now. Please contact Daniel Milder or Henry Turnbull if you require any additional information with regards to the above assessment.

Yours faithfully,
TRAFFIX GROUP PTY LTD



HENRY H TURNBULL

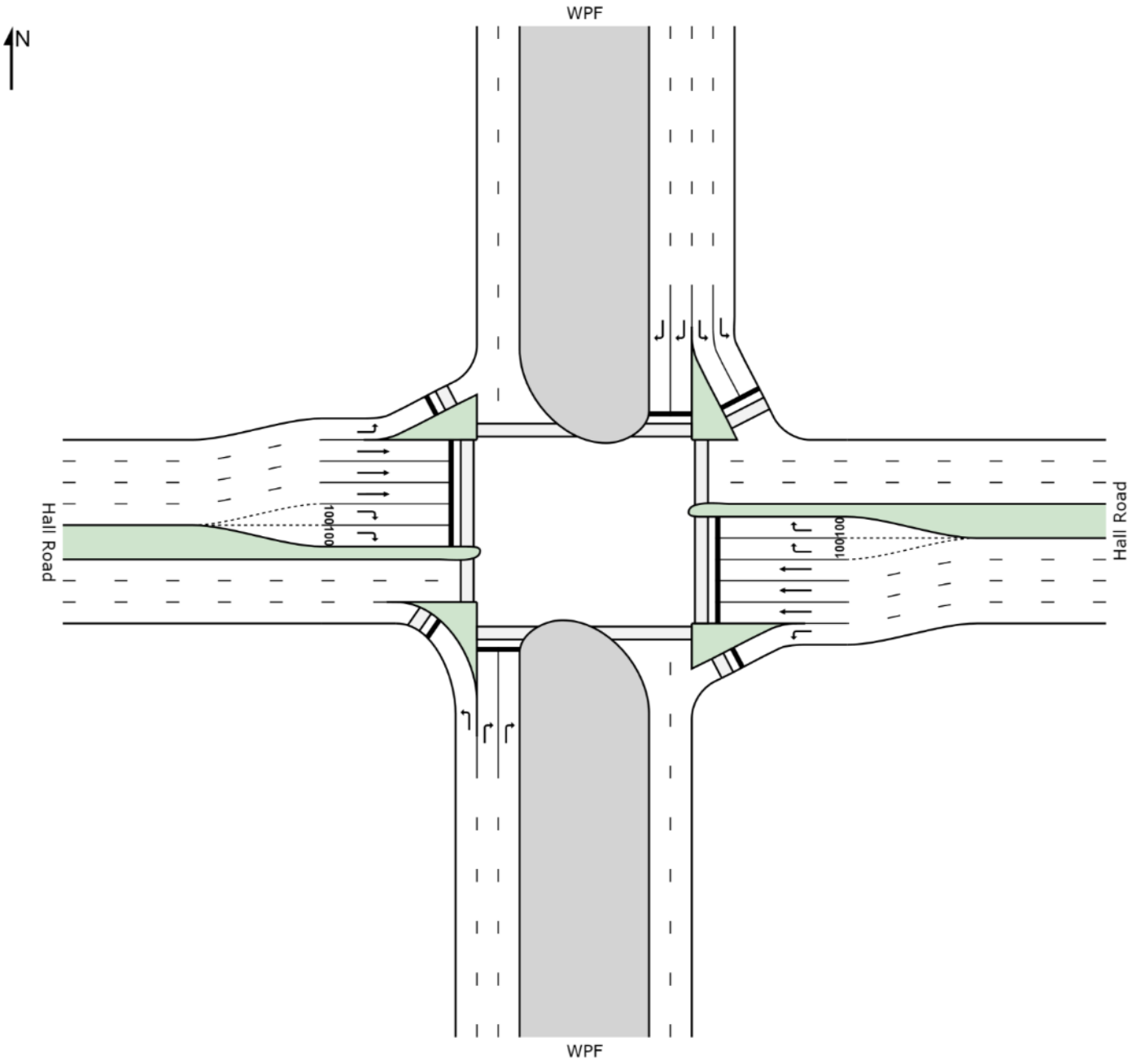
SIDRA Outputs and Layouts

APPENDIX A

SITE LAYOUT

Site: Hall Road Interchange - PM PEAK

Hall Road Interchange
Single Point Interchange (Signals) - Fixed Time



MOVEMENT SUMMARY

Site: Hall Road Interchange - AM PEAK

Hall Road Interchange
Single Point Interchange (Signals) - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: WPF											
7	L2	120	0.0	0.313	37.6	LOS D	4.5	31.8	0.89	0.78	42.8
9	R2	120	0.0	0.269	74.2	LOS E	4.1	28.4	0.95	0.76	29.9
Approach		240	0.0	0.313	55.9	LOS E	4.5	31.8	0.92	0.77	35.2
East: Hall Road											
10	L2	441	0.0	0.375	12.7	LOS B	8.4	58.5	0.52	0.72	55.9
11	T1	2000	0.0	0.722	18.1	LOS B	24.3	170.2	0.86	0.77	46.4
12	R2	1030	0.0	1.010	137.9	LOS F	56.9	398.3	1.00	1.12	19.3
Approach		3471	0.0	1.010	53.0	LOS D	56.9	398.3	0.86	0.87	33.2
North: WPF											
1	L2	51	0.0	0.037	39.6	LOS D	1.2	8.1	0.66	0.71	41.2
3	R2	51	0.0	0.114	72.5	LOS E	1.7	11.8	0.93	0.72	30.4
Approach		102	0.0	0.114	56.1	LOS E	1.7	11.8	0.79	0.72	35.0
West: Hall Road											
4	L2	1030	0.0	1.015	100.7	LOS F	109.0	763.3	1.00	1.12	24.0
5	T1	2000	0.0	0.926	63.9	LOS E	57.2	400.3	0.99	1.03	29.4
6	R2	441	0.0	0.575	36.5	LOS D	8.9	62.5	0.95	0.81	41.0
Approach		3471	0.0	1.015	71.3	LOS E	109.0	763.3	0.99	1.03	28.5
All Vehicles		7284	0.0	1.015	61.9	LOS E	109.0	763.3	0.92	0.94	30.9

Level of Service (LOS) Method: Delay (HCM 2000).
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.

Movement Performance - Pedestrians

Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	South Full Crossing	53	11.6	LOS B	0.1	0.1	0.39	0.39
P3S	South Slip/Bypass Lane Crossing	53	5.9	LOS A	0.0	0.0	0.39	0.39
P41	East Stage 1	53	32.6	LOS D	0.1	0.1	0.92	0.92
P42	East Stage 2	53	34.1	LOS D	0.2	0.2	0.67	0.67
P4S	East Slip/Bypass Lane Crossing	53	60.0	LOS E	0.2	0.2	0.90	0.90
P1	North Full Crossing	53	34.8	LOS D	0.2	0.2	0.68	0.68
P1S	North Slip/Bypass Lane Crossing	53	17.3	LOS B	0.1	0.1	0.48	0.48
P21	West Stage 1	53	27.0	LOS C	0.1	0.1	0.80	0.80
P22	West Stage 2	53	30.3	LOS D	0.1	0.1	0.89	0.89
P2S	West Slip/Bypass Lane Crossing	53	44.2	LOS E	0.2	0.2	0.77	0.77
All Pedestrians		526	29.8	LOS C			0.69	0.69

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.

MOVEMENT SUMMARY

Site: Hall Road Interchange - PM PEAK

Hall Road Interchange
Single Point Interchange (Signals) - Fixed Time Cycle Time = 150 seconds (Practical Cycle Time)
Variable Sequence Analysis applied. The results are given for the selected output sequence.

Movement Performance - Vehicles

Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	95% Back of Queue Distance m	Prop. Queued	Effective Stop Rate per veh	Average Speed km/h
South: WPF											
7	L2	460	0.0	1.093	152.1	LOS F	45.2	316.7	1.00	1.15	18.4
9	R2	460	0.0	0.476	58.8	LOS E	14.2	99.2	0.90	0.82	34.2
Approach		920	0.0	1.093	105.5	LOS F	45.2	316.7	0.95	0.99	23.9
East: Hall Road											
10	L2	92	0.0	0.081	12.0	LOS B	1.5	10.7	0.43	0.66	56.6
11	T1	2000	0.0	1.091	143.5	LOS F	67.2	470.7	1.00	1.42	18.0
12	R2	40	0.0	0.036	44.7	LOS D	1.0	7.1	0.74	0.68	37.7
Approach		2133	0.0	1.091	135.9	LOS F	67.2	470.7	0.97	1.37	18.7
North: WPF											
1	L2	1075	0.0	0.965	96.5	LOS F	49.8	348.8	1.00	0.99	25.2
3	R2	1075	0.0	1.113	199.9	LOS F	71.0	496.8	1.00	1.18	14.8
Approach		2150	0.0	1.113	148.2	LOS F	71.0	496.8	1.00	1.09	18.7
West: Hall Road											
4	L2	40	0.0	0.035	17.1	LOS B	1.1	7.7	0.41	0.64	52.5
5	T1	2000	0.0	1.080	160.6	LOS F	82.9	580.5	1.00	1.48	16.6
6	R2	92	0.0	0.110	34.0	LOS C	1.9	13.0	0.83	0.72	42.2
Approach		2133	0.0	1.080	152.5	LOS F	82.9	580.5	0.98	1.43	17.3
All Vehicles		7335	0.0	1.113	140.5	LOS F	82.9	580.5	0.98	1.26	18.8

Level of Service (LOS) Method: Delay (HCM 2000).
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.

Movement Performance - Pedestrians

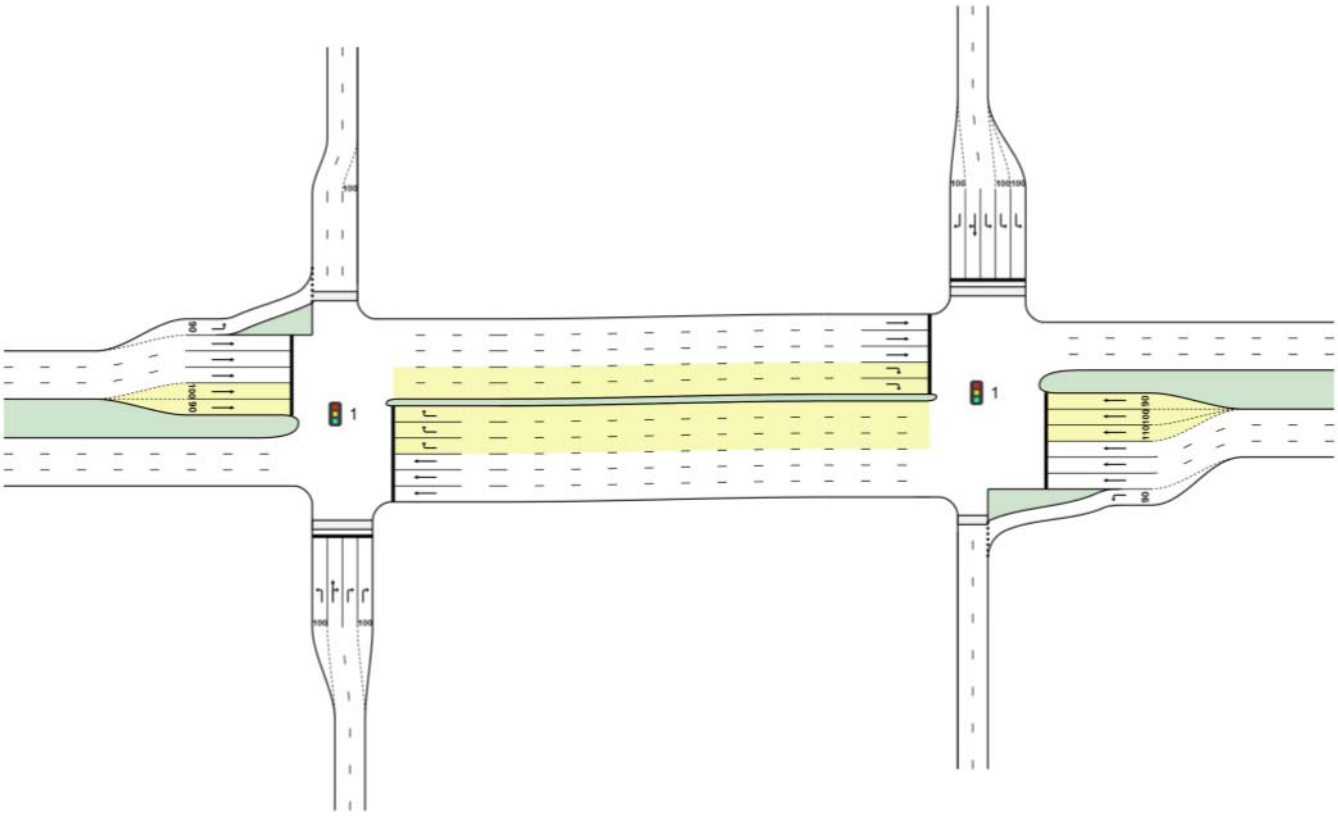
Mov ID	Description	Demand Flow ped/h	Average Delay sec	Level of Service	Average Back of Queue Pedestrian ped	Average Back of Queue Distance m	Prop. Queued	Effective Stop Rate per ped
P3	South Full Crossing	53	21.4	LOS C	0.1	0.1	0.53	0.53
P3S	South Slip/Bypass Lane Crossing	53	6.5	LOS A	0.1	0.1	0.41	0.41
P41	East Stage 1	53	22.7	LOS C	0.1	0.1	0.76	0.76
P42	East Stage 2	53	41.9	LOS E	0.2	0.2	0.75	0.75
P4S	East Slip/Bypass Lane Crossing	53	57.3	LOS E	0.2	0.2	0.88	0.88
P1	North Full Crossing	53	41.9	LOS E	0.2	0.2	0.75	0.75
P1S	North Slip/Bypass Lane Crossing	53	12.4	LOS B	0.1	0.1	0.41	0.41
P21	West Stage 1	53	21.9	LOS C	0.1	0.1	0.73	0.73
P22	West Stage 2	53	30.9	LOS D	0.1	0.1	0.87	0.87
P2S	West Slip/Bypass Lane Crossing	53	53.0	LOS E	0.2	0.2	0.84	0.84
All Pedestrians		526	31.0	LOS D			0.69	0.69

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.

NETWORK LAYOUT

Network: Network1

New Network



SITES IN NETWORK	
Site ID	**Site Name**
1	Thompsons Road Interchange - AM PEAK - East Half
1	Thompsons Road Interchange - AM PEAK - West Half

MOVEMENT SUMMARY

Site: Thompsons Road Interchange - AM PEAK - West Half

Network: Thompsons Road Intersection - AM PEAK

Freeway Diamond Interchange (Signal Control)
Site 1
Signals - Fixed Time Cycle Time = 100 seconds (Network 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
South: Freeway Off-Ramp													
10	L2	727	0.0	727	0.0	1.106	168.0	LOS F	77.1	539.9	1.00	1.40	15.9
11	T1	1	0.0	1	0.0	0.344	23.7	LOS C	8.4	59.0	0.76	0.77	40.7
12	R2	727	0.0	727	0.0	0.344	29.4	LOS C	8.4	59.0	0.76	0.77	31.1
Approach		1456	0.0	1456	0.0	1.106	98.6	LOS F	77.1	539.9	0.88	1.09	19.1
East: Westbound Internal													
3	T1	2000	0.0	2000	0.0	0.677	5.8	LOS A	1.9	13.4	0.06	1.55	54.2
3	R2	582	0.0	583	0.0	1.089	132.2	LOS F	16.3	114.2	1.00	1.30	12.7
Approach		2583	0.0	2583	0.0	1.089	34.3	LOS C	16.3	114.2	0.28	1.49	31.0
West: Eastbound External													
7	L2	582	0.0	582	0.0	0.569	12.4	LOS B	14.9	104.2	0.64	0.78	49.3
6	T1	2250	0.0	2250	0.0	1.090	139.3	LOS F	70.7	495.1	0.97	1.52	12.9
Approach		2833	0.0	2833	0.0	1.090	113.2	LOS F	70.7	495.1	0.90	1.37	15.2
All Vehicles		6871	0.0	6871	0.0	1.106	80.4	LOS F	77.1	539.9	0.66	1.36	19.7

Level of Service (LOS) Method: Delay (HCM 2000).
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.

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
P4	South Full Crossing	53	18.0	LOS B	0.1	0.1	0.60	0.60
P2	North Full Crossing	53	27.4	LOS C	0.1	0.1	0.74	0.74
All Pedestrians		105	22.7	LOS C			0.67	0.67

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.

MOVEMENT SUMMARY

Site: Thompsons Road Interchange - AM PEAK - East Half

Network: Thompsons Road Intersection - AM PEAK

Freeway Diamond Interchange (Signal Control)
Site 1
Signals - Fixed Time Cycle Time = 100 seconds (Network 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: Westbound External													
7	L2	250	0.0	250	0.0	0.186	8.0	LOS A	2.7	19.1	0.30	0.64	52.4
6	T1	2583	0.0	2583	0.0	0.615	19.1	LOS B	21.9	153.3	0.69	0.75	40.9
Approach		2833	0.0	2833	0.0	0.615	18.1	LOS B	21.9	153.3	0.66	0.74	42.4
North: Freeway Off-Ramp													
10	L2	312	0.0	312	0.0	0.329	45.7	LOS D	4.6	32.0	0.92	0.77	33.7
11	T1	1	0.0	1	0.0	0.639	45.3	LOS D	5.5	38.4	0.98	0.84	32.8
12	R2	312	0.0	312	0.0	0.639	49.4	LOS D	9.5	66.3	0.98	0.83	23.3
Approach		625	0.0	625	0.0	0.639	47.6	LOS D	9.5	66.3	0.95	0.80	29.3
West: Eastbound Internal													
3	T1	2000	0.0	1879	0.0	0.448	5.1	LOS A	1.1	7.5	0.04	1.48	54.8
3	R2	250	0.0	235	0.0	0.626	54.2	LOS D	5.8	40.9	1.00	0.81	23.8
Approach		2250	0.0	2114 N1	0.0	0.626	10.6	LOS B	5.8	40.9	0.15	1.41	47.8
All Vehicles		5708	0.0	5572 N1	0.0	0.639	18.5	LOS B	21.9	153.3	0.50	1.00	41.5

Level of Service (LOS) Method: Delay (HCM 2000).
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.

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	South Full Crossing	53	12.5	LOS B	0.1	0.1	0.50	0.50
P4	North Full Crossing	53	8.8	LOS A	0.1	0.1	0.42	0.42
All Pedestrians		105	10.7	LOS B			0.46	0.46

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.

MOVEMENT SUMMARY

Site: Thompsons Road Interchange - PM PEAK - West Half

Network: Thompsons Road Intersection - PM PEAK

Freeway Diamond Interchange (Signal Control)
Site 1
Signals - Fixed Time Cycle Time = 100 seconds (Network 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
South: Freeway Off-Ramp													
10	L2	261	0.0	261	0.0	0.669	45.8	LOS D	12.0	84.3	0.97	0.84	33.7
11	T1	1	0.0	1	0.0	0.273	36.1	LOS D	4.4	30.9	0.88	0.76	35.8
12	R2	261	0.0	261	0.0	0.273	42.0	LOS D	4.4	30.9	0.88	0.76	25.8
Approach		523	0.0	523	0.0	0.669	43.9	LOS D	12.0	84.3	0.93	0.80	30.5
East: Westbound Internal													
3	T1	2000	0.0	2000	0.0	0.505	5.5	LOS A	1.3	8.9	0.04	1.57	54.5
3	R2	329	0.0	329	0.0	0.677	54.4	LOS D	6.4	44.8	1.00	0.82	23.5
Approach		2329	0.0	2329	0.0	0.677	12.4	LOS B	6.4	44.8	0.18	1.46	45.9
West: Eastbound External													
7	L2	329	0.0	329	0.0	0.255	8.2	LOS A	4.0	27.8	0.33	0.65	52.2
6	T1	2610	0.0	2610	0.0	0.668	22.1	LOS C	24.1	169.0	0.77	0.79	38.2
Approach		2939	0.0	2939	0.0	0.668	20.6	LOS C	24.1	169.0	0.72	0.77	40.3
All Vehicles		5791	0.0	5791	0.0	0.677	19.4	LOS B	24.1	169.0	0.52	1.05	40.7

Level of Service (LOS) Method: Delay (HCM 2000).
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.

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
P4	South Full Crossing	53	9.3	LOS A	0.1	0.1	0.43	0.43
P2	North Full Crossing	53	15.7	LOS B	0.1	0.1	0.56	0.56
All Pedestrians		105	12.5	LOS B			0.50	0.50

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.

MOVEMENT SUMMARY

Site: Thompsons Road Interchange - PM PEAK - East Half

Network: Thompsons Road Intersection - PM PEAK

Freeway Diamond Interchange (Signal Control)
Site 1
Signals - Fixed Time Cycle Time = 100 seconds (Network 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: Westbound External													
7	L2	767	0.0	767	0.0	0.767	23.3	LOS C	21.0	146.9	0.85	0.97	43.1
6	T1	2329	0.0	2329	0.0	0.847	35.4	LOS D	34.0	237.8	0.92	0.91	30.3
Approach		3097	0.0	3097	0.0	0.847	32.4	LOS C	34.0	237.8	0.91	0.93	34.2
North: Freeway Off-Ramp													
10	L2	610	0.0	610	0.0	0.608	47.3	LOS D	9.4	65.7	0.97	0.82	33.3
11	T1	1	0.0	1	0.0	0.914	59.3	LOS E	18.0	126.2	1.00	1.04	29.2
12	R2	610	0.0	610	0.0	0.914	64.9	LOS E	18.0	126.2	1.00	1.04	19.6
Approach		1221	0.0	1221	0.0	0.914	56.1	LOS E	18.0	126.2	0.99	0.93	26.9
West: Eastbound Internal													
3	T1	2000	0.0	2000	0.0	0.483	5.2	LOS A	1.2	8.5	0.04	1.48	54.8
3	R2	767	0.0	767	0.0	0.930	65.6	LOS E	23.4	164.1	1.00	1.07	21.1
Approach		2768	0.0	2768	0.0	0.930	21.9	LOS C	23.4	164.1	0.31	1.37	37.9
All Vehicles		7085	0.0	7085	0.0	0.930	32.4	LOS C	34.0	237.8	0.69	1.10	33.5

Level of Service (LOS) Method: Delay (HCM 2000).
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.
The results of iterative calculations indicate a somewhat unstable solution. See the Diagnostics section in the Detailed Output report.

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	South Full Crossing	53	19.9	LOS B	0.1	0.1	0.63	0.63
P4	North Full Crossing	53	9.3	LOS A	0.1	0.1	0.43	0.43
All Pedestrians		105	14.6	LOS B			0.53	0.53

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.