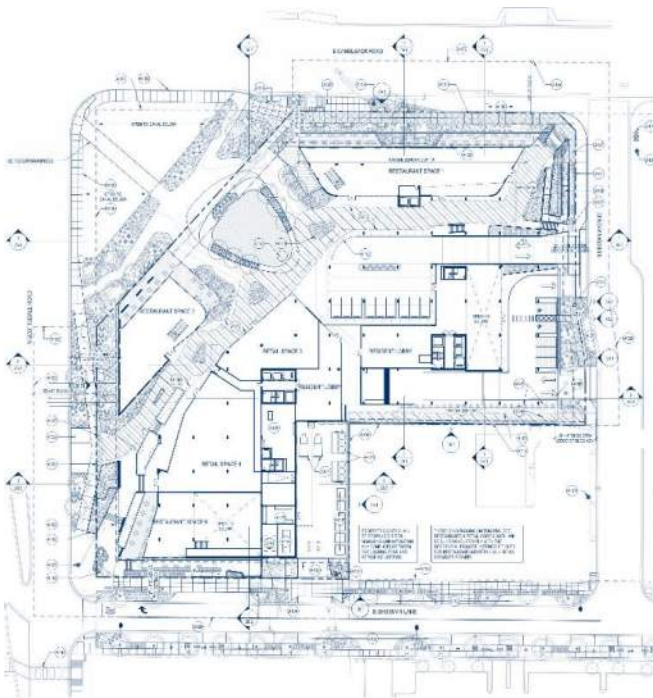




City Center

Transportation Impact & Mitigation Analysis



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1. INTRODUCTION AND EXECUTIVE SUMMARY

1.1. PURPOSE OF REPORT AND STUDY OBJECTIVES

Lökahi, LLC (Lökahi) was retained by Smith Group to complete a Transportation Impact & Mitigation Analysis for the proposed City Center development located on the southeast corner of Scottsdale Road and Camelback Road, in Scottsdale, Arizona. The objective of this Transportation Impact & Mitigation Analysis is to analyze the traffic related impacts of the proposed development to the adjacent roadway network. See **Figure 1** for the vicinity map.

1.2. EXECUTIVE SUMMARY

The proposed City Center development will be located on the southeast corner of Scottsdale Road and Camelback Road, in Scottsdale, Arizona. The proposed City Center development will include the following land uses:

- **Multi-Family Residential** 138 units*
- **Retail** 10,770 square feet
- **Restaurant** 24,518 square feet

**Note: Since the previous analysis, the unit count has been reduced from 144 to 138 units. The analysis was not updated, as using the original 144 units provides a conservative assessment and the difference in trip generation between 144 and 138 units is minimal.*

This Transportation Impact and Mitigation Analysis includes:

- Level of service analysis of existing conditions for the weekday AM and PM peak hours
- Trip Generation for the existing development
- Trip Generation for the proposed development
- Trip Generation Comparison
- Level of service analysis for the opening year (2027) weekday AM and PM peak hours
 - 2027 No Build
 - 2027 Build

The following are the intersections included in this study:

- Scottsdale Road and Camelback Road (1)
- Camelback Road and Brown Avenue (2)
- Scottsdale Road and Shoeman Lane (4)
- Shoeman Lane and Brown Avenue (5)



Existing Capacity Analysis

The AM and PM peak hour existing conditions capacity analysis were completed for the existing study intersections. The results of the capacity analysis reveal the following location with an existing level of service (LOS) E or F:

Scottsdale Road and Camelback Road (1)

- Eastbound left AM and PM peak hours operate at LOS E
- Eastbound right AM peak hour operates at LOS E
- Westbound shared through-right PM peak hour operates at LOS E
- Southbound left AM and PM peak hours operate at LOS E

Trip Generation

The proposed development is anticipated to generate 2,611 weekday trips with 74 occurring during the AM peak hour and 210 trips during the PM peak hour.

Trip Generation – Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (High-Rise)	222	144	Dwelling Units	654	39	13	26	46	26	20
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	586	25	15	10	71	35	36
Fine Dining Restaurant	931	24.5	1000 SF GFA	2,056	18	10	8	191	128	63
Total				3,296	82	38	44	308	189	119
Internal Capture				685	8	4	4	98	49	49
Total After Internal Capture				2,611	74	34	40	210	140	70

Trip Generation Comparison

The build-out of the proposed City Center development is anticipated to generate 1,773 more weekday trips, with 47 (39%) fewer trips during the AM peak hour, and 88 (72%) more trips during the PM peak hour than the existing development.

Trip Generation Comparison – Proposed vs Existing Development

Land Use	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
Proposed Development	2,611	74	34	40	210	140	70
Existing Development	838	121	106	15	122	21	101
Difference	1,773	-47	-72	25	88	119	-31
Percent Difference	212%	-39%	-68%	167%	72%	567%	-31%



Future Conditions - Year 2027

The City Center development is anticipated to be constructed and ready to open in the year 2027. Therefore, the year 2027 analyses was completed with and without the build out of the proposed development. An annual growth rate of 3.0% was applied to the existing traffic volumes.

A capacity analysis was completed for both the AM and PM peak hours for the year 2027, with and without the build out of the proposed development. All movements operate at a LOS D or better or are maintained at the year 2027 no build level of service with the exception of the following:

Camelback Road and Brown Avenue (2)

- Northbound shared left-right PM peak hour operates at LOS F

Recommendations

The following are the recommendations with the build out of the proposed City Center development:

Camelback Road and Brown Avenue (2)

- Build out of an eastbound right turn deceleration lane with a 100 ft minimum length. (Storage length = $53 \times 2 / 30 \times 25$ feet = 88 feet, recommend 100 feet) The 100 ft storage lane was approved by the City of Scottsdale (Sam Taylor).
- Install signing to prohibit northbound left turning movement during peak hours (hours to be coordinated with the City of Scottsdale Transportation)

Brown Avenue and Driveway A (3)

- Build out of a full access driveway allowing all movements into and out of the proposed development.

Brown Avenue and Driveway B (6)

- Build out of a full access driveway allowing all movements into and out of the proposed development.

Brown Avenue and Driveway C (7)

- Build out of a right out exit only driveway allowing only right turn out of the proposed development.

As with any new development and potential change in traffic patterns, the following is recommended:

- **Monitor and Adjust Signal Timing**

Monitor traffic patterns in the area and if necessary, adjust nearby signal timing.



2. PROPOSED DEVELOPMENT

The proposed development is located on the southeast corner of Scottsdale Road and Camelback Road in the City of Scottsdale, Arizona. The proposed City Center development will include the following land uses:

- **Multi-Family Residential** 138 units*
- **Retail** 10,770 square feet
- **Restaurant** 24,518 square feet

**Note: Since the previous analysis, the unit count has been reduced from 144 to 138 units. The analysis was not updated, as using the original 144 units provides a conservative assessment and the difference in trip generation between 144 and 138 units is minimal.*

See **Figure 2** and **Appendix A** for the proposed site plan.

There are three (3) access points to the proposed site located along Brown Avenue.

Brown Avenue and Driveway A (3) is an existing driveway located approximately 165 feet south of Camelback Road (centerline to centerline) and is a full access driveway. This driveway provides access to the parking garage.

Brown Avenue and Driveway B (6) is an existing driveway located approximately 280 feet south of Camelback Road (centerline to centerline) and is a full access driveway. This driveway provides access to the parking garage.

Brown Avenue and Driveway C (7) is an exit-only driveway located approximately 200 feet south of Camelback Road (centerline to centerline). This driveway creates a drop-off loop with Driveway B.

A service vehicle driveway will be located along Shoeman Lane, approximately 265 feet west of Brown Avenue (centerline to centerline). This driveway is designed exclusively for refuse collection, deliveries, moving trucks, and loading activities related to move-ins. It does not provide access to any parking facilities, therefore, is not evaluated in this report.

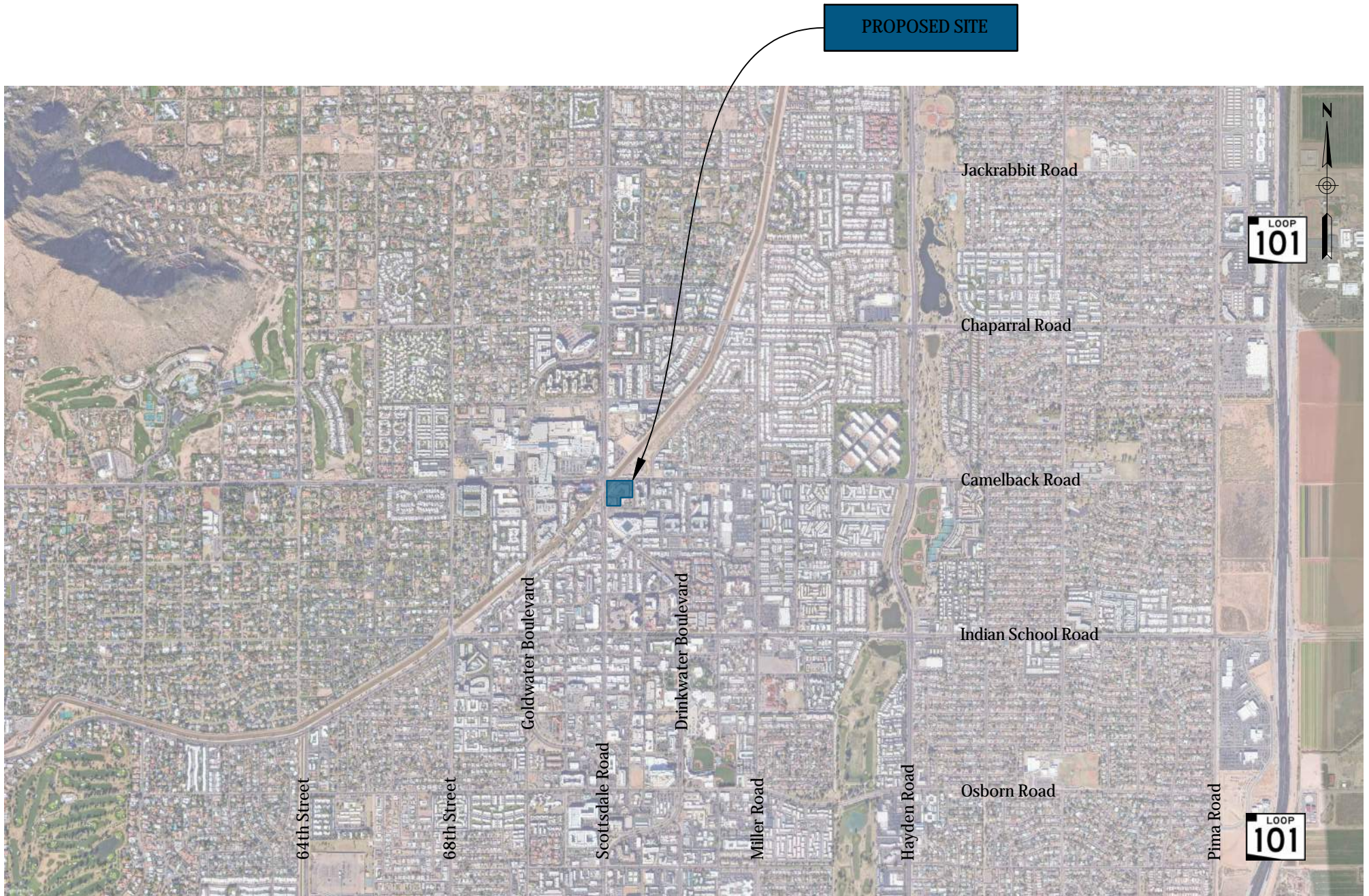


FIGURE 1 | VICINITY MAP

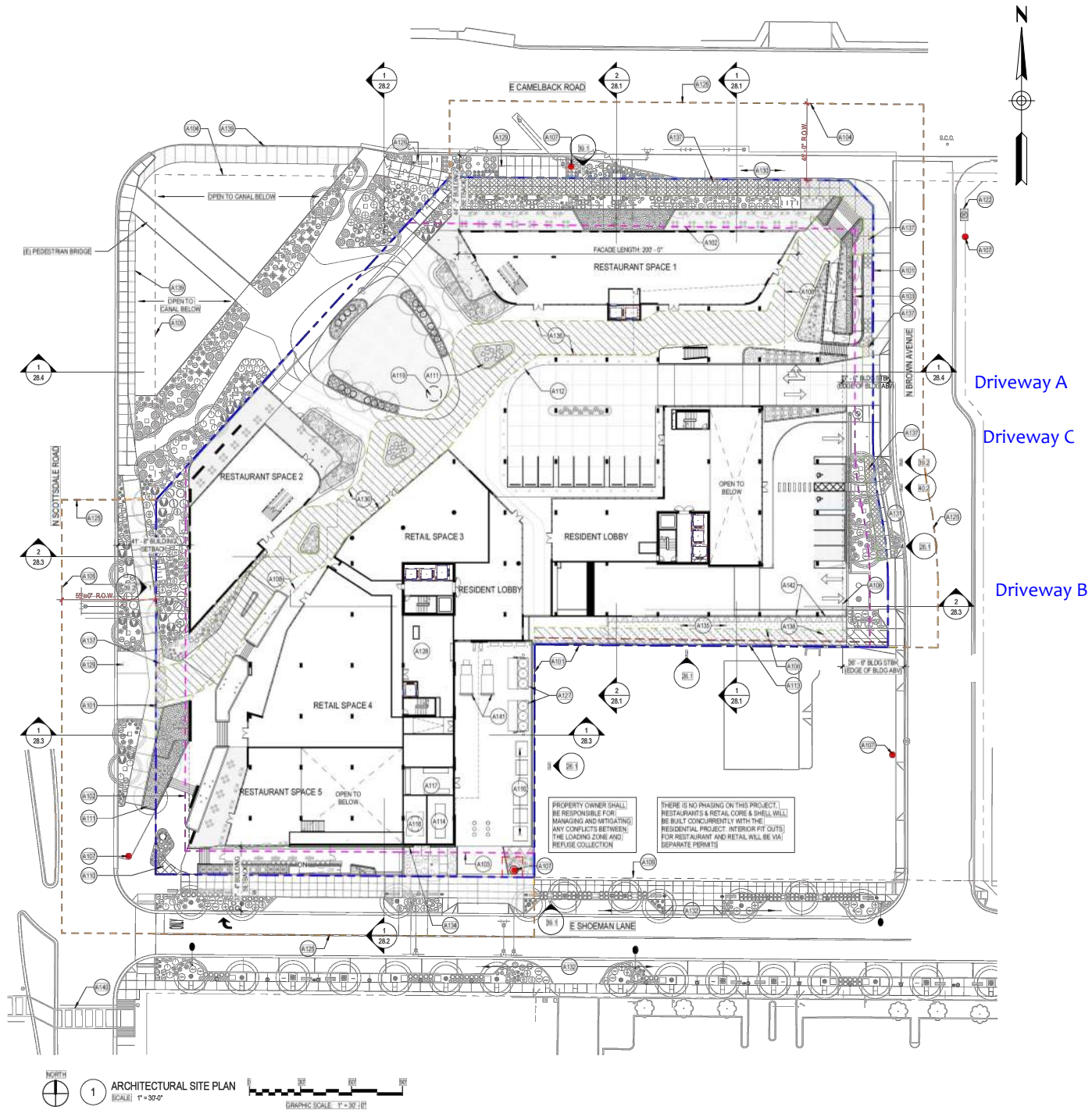
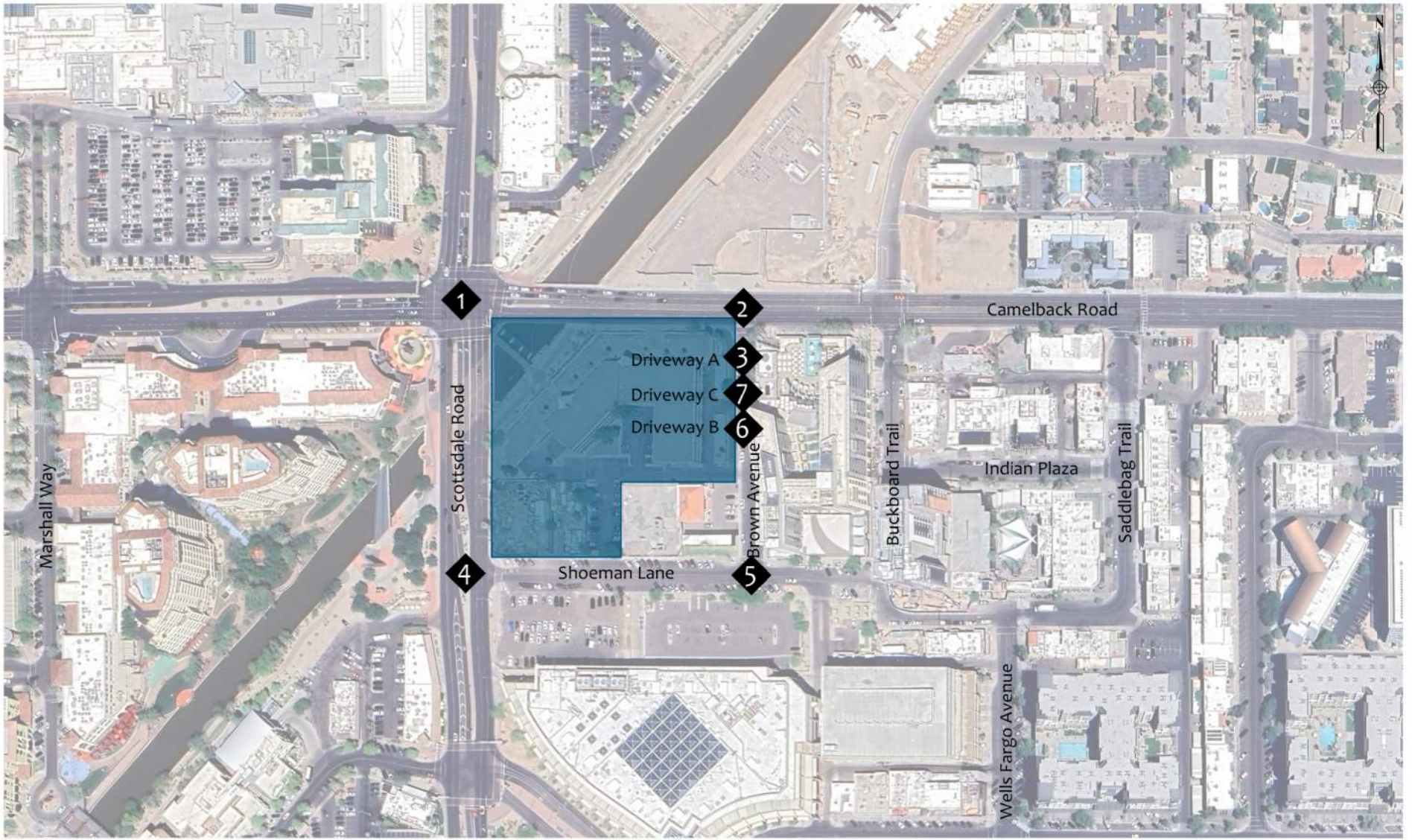


FIGURE 2 | SITE PLAN



Legend

◆ Intersection

FIGURE 3 | STUDY AREA



3. AREA CONDITIONS

The study area is located in the City of Scottsdale, Arizona. **Sections 3.1** and **3.2** provide detailed descriptions of the study roadway segments and intersections. See **Figure 3** for study area.

3.1. STUDY ROADWAY SEGMENTS

Scottsdale Road runs north-south and in the vicinity of the site provides three (3) through lanes for the northbound and two (2) through lanes for the southbound direction of travel, with a raised landscaped median. There is a posted speed limit of 30 mph. The speed limit north of Camelback Road is 40 mph. The City of Scottsdale classifies Scottsdale Road as a major collector within the study area, according to *The Scottsdale Master Transportation Plan*, dated July 2016. The City of Scottsdale's 2022 *Average Daily Segment Traffic (ADT) Volumes* map reports an ADT of 21,900 vpd along Scottsdale Road, between Camelback Road and Indian School Road.

Camelback Road runs east-west and in the vicinity of the site provides two (2) through lanes for each direction of travel with a two-way left-turn lane. Along this section of roadway there are variable speed limit signs. The speed limit is typically posted at 35 miles per hour (mph) but is lowered to 25 mph on Friday and Saturday from 9:00 PM to 3:00 AM. There are bike lanes provided along both the north and south sides of the roadway. The City of Scottsdale classifies Camelback Road as a minor arterial within the study area, according to *The Scottsdale Master Transportation Plan*, dated July 2016. The City of Scottsdale's 2022 *Average Daily Segment Traffic (ADT) Volumes* map reports an ADT of 20,200 vehicles per day (vpd) along Camelback Road, between Scottsdale Road and Miller Road.

Brown Avenue runs north-south and in the vicinity of the site provides one (1) through lane for each direction of travel. There is an unposted speed limit of 25 mph. On-street parking is provided on both sides of the roadway.

Shoeman Lane runs east-west and in the vicinity of the site provides one (1) through lane for each direction of travel between Scottsdale Road and Buckboard Trail. Between Buckboard Trail and Saddlebag Trail, Shoeman Lane is a one-way roadway, providing two (2) westbound through lanes. There is a posted speed limit of 25 mph. On-street parking is provided on both sides of the roadway.



3.2. STUDY INTERSECTIONS

Scottsdale Road and Camelback Road (1) currently operates as a signalized intersection. The eastbound approach provides two (2) dedicated left turn lanes, two (2) through lanes, and one (1) dedicated right turn lane. The westbound approach provides one (1) dedicated left turn lane, one (1) through lane, and one (1) shared through-right turn lane. The northbound approach provides two (2) dedicated left turn lanes, two (2) through lanes, and one (1) shared through-right turn lane. The southbound approach provides two (2) dedicated left turn lanes, two (2) through lanes, and one (1) dedicated right turn lane.

Camelback Road and Brown Avenue (2) currently operates as a stop-controlled T-intersection with stop control on the northbound approach. The eastbound approach provides one (1) through lane and one (1) shared through-right turn lane. The westbound approach provides one (1) dedicated left turn lane, which is part of the two-way left-turn lane down the center of the street, and two (2) through lanes. The northbound approach provides one (1) shared left-right turn lane.

Scottsdale Road and Shoeman Lane (4) currently operates as a stop-controlled T-intersection with stop control on the westbound approach. The westbound approach provides one dedicated right turn lane. The northbound approach provides two (2) through lanes and one (1) shared through-right turn lane. The southbound approach provides one (1) dedicated left turn lane, and two (2) through lanes.

Shoeman Lane and Brown Avenue (5) currently operates as a stop-controlled T-intersection with stop control on the southbound approach. The eastbound approach provides one (1) shared left-through lane. The westbound approach provides one (1) shared through-right turn lane. The southbound approach provides one (1) shared left-right turn lane.

3.3. SURROUNDING AREA LAND USE

The City Center development is located in the Entertainment District of Old Town Scottsdale. The Entertainment District is bordered by Camelback Road, 6th Avenue, Scottsdale Road, and Miller Road to the north, south, west, and east, respectively. The Scottsdale Fashion Square and Scottsdale Waterfront developments are located directly west, across Scottsdale Road. Additionally, several other commercial and residential developments border the Entertainment District to the east, north, and south. The Arizona Canal runs northeast beneath the intersection of Scottsdale Road and Camelback Road (1).

The proposed City Center is bordered by Camelback Road, Shoeman Lane, Scottsdale Road, and Brown Avenue to the north, south, west, and east, respectively. The W Hotel is located directly east, across Brown Avenue and the proposed Marquee development is located directly south, across Shoeman Lane.



3.4. SITE ACCESSIBILITY

Roadway System

The study area is located in the City of Scottsdale, Arizona approximately two (2) miles west of State Route 101 (SR 101). This route provides regional access to the Phoenix metropolitan area. Within the vicinity of the proposed site there is a well-developed roadway network.

Pedestrian Facilities

Continuous sidewalks are generally provided along the study roadway segments within the study area. Marked crosswalks are provided at the intersection of Scottsdale Road and Camelback Road (1).

Bicycle Facilities

Bicycle facilities are not currently provided within the immediate study area. However, Camelback Road and Scottsdale Road intersection provides connection to a pedestrian/bicycle canal pathway, which runs diagonally southwest to northeast on both sides of the intersection.

Transit Facilities

Valley Metro Route 50 operates along Camelback Road within the study area. This route connects Phoenix to Old Town Scottsdale. According to the Valley Metro System Map, there are two (2) stops located near the intersection of Scottsdale Road and Camelback Road (1). This route operates Monday through Friday.

Valley Metro Route 72 operates along Scottsdale Road within the study area. This route connects the City of Chandler to the northern portion of the City of Scottsdale. According to the Valley Metro System Map, there are two (2) stops located near the intersection of Scottsdale Road and Camelback Road (1). This route operates Monday through Friday, with the exception of the northbound stop at Scottsdale Road and Camelback Road (1), which operates Monday – Sunday.

3.5. COLLISION RATES

The City of Scottsdale's 2022 Traffic Volume & Collision Report provides collision rate and traffic volume information on major roadway segments and at major intersections within the city. Segment collisions are collisions that occur on a major street more than 100 feet from the major intersections that define the segment, including at minor intersections within the segment. Intersection collisions are collisions that occur at or within 100 feet of a major intersection. The collision rate and city-wide ranking for study roadway segments are shown in **Table 1**. The collision rates and city-wide ranking for the study intersections are shown in **Table 2**.



Table 1 – Collision Rates - Study Roadway Segment

Segment	From	To	Collision Rate	Rank
Scottsdale Road	Indian School Road	Camelback Road	2.27	50
Scottsdale Road	Camelback Road	Chaparral Road	1.1	135
Camelback Road	Goldwater Blvd	Scottsdale Road	2.8	29
Camelback Road	Scottsdale Road	Miller Road	5.81	3
2022 City of Scottsdale Average Segment Collision Rate			1.17	

Table 2 – Collision Rates - Study Intersections

Intersection	Collision Rate	Rank
Scottsdale Road and Camelback Road	0.94	23
2022 City of Scottsdale Average Intersection Collision Rate	0.51	



4. EXISTING CONDITIONS

4.1. EXISTING LAND USE

The existing site is currently occupied by an office complex and a vacant restaurant parcel. The proposed City Center development will be on 2.72 acres. According to the Maricopa County Assessor’s website, the proposed development will be made up of 7 existing parcels that are zoned for Highway Commercial (C-3) land uses. See [Appendix B](#) for detailed parcel information.

4.2. EXISTING TRAFFIC COUNTS

A local data collection firm, All Traffic Data, was utilized to collect traffic counts. On Tuesday, June 13, 2023, turning movement counts were obtained from 7:00 to 9:00 am and from 4:00 to 6:00 pm at the following locations:

- Scottsdale Road and Camelback Road (1)
- Camelback Road and Brown Avenue (2)
- Scottsdale Road and Shoeman Lane (4)
- Shoeman Lane and Brown Avenue (5)

Additionally, on June 13, 2023, bi-directional tube counts for 24-hours in 15-minute intervals were collected along the following roadway segments:

- Scottsdale Road, south of Camelback Road
- Camelback Road, east of Scottsdale Road
- Shoeman Lane, west of Brown Avenue
- Brown Avenue, north of Shoeman Lane

The turning movement counts were then analyzed for the highest 1-hour within each time period. The following peak hours were analyzed throughout this study.

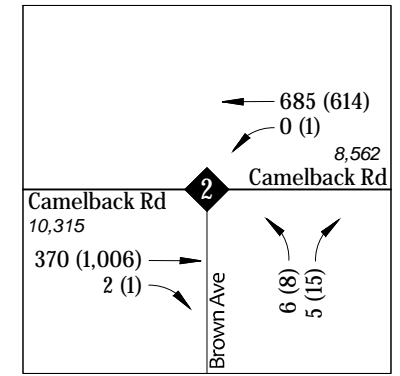
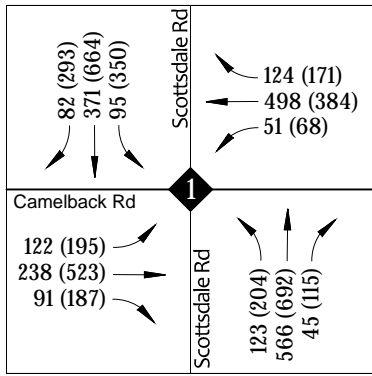
AM Peak Hour	8:00 am – 9:00 am
PM Peak Hour	4:30 pm – 5:30 pm

The City of Scottsdale’s citywide seasonal adjustment factors were used to adjust the traffic counts. The traffic volumes were adjusted based on the month the counts were taken. Therefore, the recorded traffic volumes were divided by a factor of 0.972.

The recorded turning movement counts indicate that some U-turns movements were performed at study intersections. These U-turn volumes were added to the respective left turn movement volumes for the purposes of this study.



See **Appendix C** for detailed count data. See **Figure 4** for the existing adjusted AM and PM peak hour weekday traffic volumes.



Legend

AM (PM) Peak Hour Traffic Volumes

X Intersection

XX,XXX Directional Daily Traffic Volumes

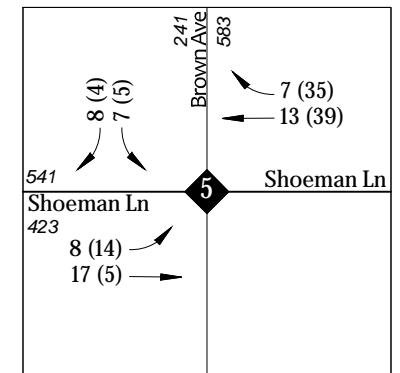
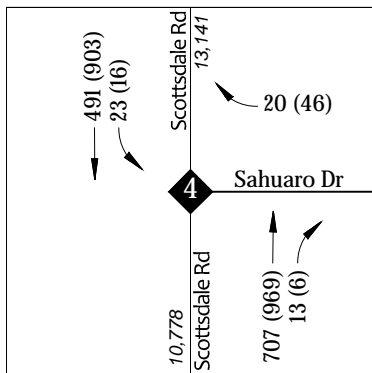


FIGURE 4 | EXISTING TRAFFIC VOLUMES



4.3. EXISTING CAPACITY ANALYSIS

The existing conditions capacity analysis was completed for the existing study intersections. The capacity and level of service for the study area intersections were evaluated using the methodology presented in the 6th Edition of the Highway Capacity Manual (HCM). Traffic analysis software, Synchro Version 11, was used to perform the analyses using the signal timing provided by the City of Scottsdale. The existing peak hour factor (PHF) was used. However, if the existing PHF was greater than 0.92, the PHF defaulted to 0.92. See **Appendix D** for the existing signal timing.

Table 3 is from the 6th Edition of the Highway Capacity Manual Exhibit 20-2, which lists the Level of Service (LOS) thresholds for signalized and unsignalized intersections.

Table 3 – Level of Service Criteria

Level of Service (LOS)	Control Delay per Vehicle (s/veh)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	0 - 10
B	> 10-20	> 10-15
C	> 20-35	> 15-25
D	> 35-55	> 25-35
E	> 55-80	> 35-50
F	> 80	> 50

The results of the capacity analysis reveal the following locations with an existing level of service (LOS) E or F:

Scottsdale Road and Camelback Road (1)

- Eastbound left AM and PM peak hours operate at LOS E
- Eastbound right AM peak hour operates at LOS E
- Westbound shared through-right PM peak hour operates at LOS E
- Southbound left AM and PM peak hours operate at LOS E

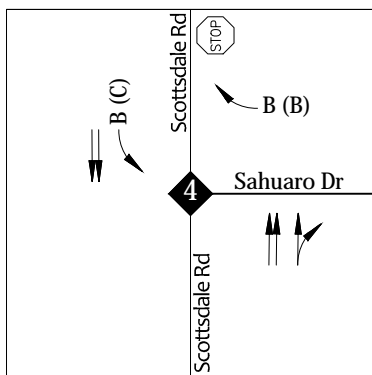
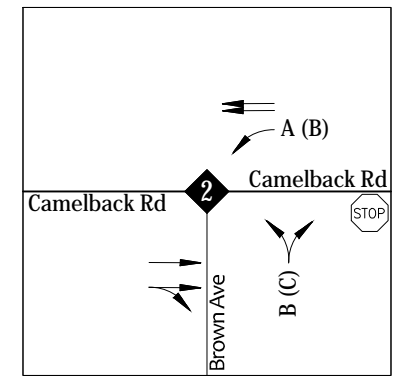
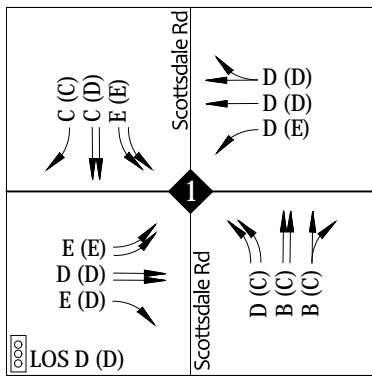
The existing AM and PM peak hour level of service and delay for unsignalized and signalized intersections are shown in **Table 4**.

See **Figure 5** for the existing AM and PM peak hour capacity analysis. The detailed capacity analysis sheets can be found in **Appendix E**.



Table 4 – Existing Level of Service and Delay – Unsignalized and Signalized Intersections

Intersection	Existing Conditions			
	AM PEAK		PM PEAK	
Study Intersections	LOS	DELAY	LOS	DELAY
Scottsdale Road and Camelback Road (1) - Signalized				
Overall Intersection	D	39.6	D	44.1
Eastbound Left	E	60.4	E	60.2
Eastbound Through	D	54.6	D	47.7
Eastbound Right	E	55.1	D	45.9
Westbound Left	D	42.0	D	55.0
Westbound Through	D	51.6	D	53.5
Westbound Shared Through-Right	D	52.2	E	55.0
Northbound Left	D	36.7	C	34.9
Northbound Through	B	18.1	C	26.5
Northbound Shared Through-Right	B	18.5	C	27.5
Southbound Left	E	60.8	E	61.2
Southbound Through	C	33.7	D	45.2
Southbound Right	C	20.1	C	34.4
Camelback Road and Brown Avenue (2) - Unsignalized				
Westbound Left	A	0.0	B	10.8
Northbound Shared Left-Right	B	13.1	C	22.0
Scottsdale Road and Shoeman Lane (4) - Unsignalized				
Westbound Right	B	12.2	B	14.7
Southbound Left	B	12.6	C	15.3
Shoeman Lane and Brown Avenue (5) - Unsignalized				
Eastbound Shared Left-Through	A	7.3	A	7.4
Southbound Shared Left-Right	A	8.7	A	9.0



- Legend**
- AM(PM) Peak Hour Capacity Analysis
 - ◆ Intersection
 - ↔ Lane Configuration

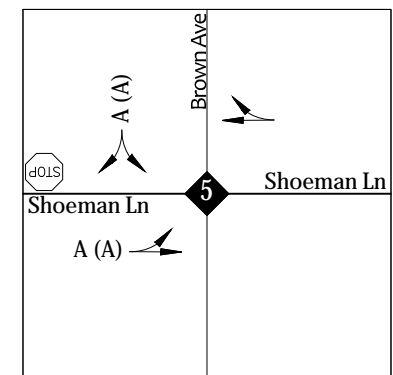


FIGURE 5 | EXISTING CAPACITY ANALYSIS



5. PROJECTED TRAFFIC

5.1. TRIP GENERATION

The trip generation for the proposed development was calculated utilizing the Institute of Transportation Engineers (ITE) publication entitled *Trip Generation, 11th Edition*. The ITE rates are based on studies that measured the trip generation characteristics for various types of land uses. The rates are expressed in terms of trips per unit of land use type. This publication is considered to be the standard for the transportation engineering profession.

5.1.1. SCOTTSDALE COLLECTION – PREVIOUS OPTIONS

On September 18, 2020, a Traffic Impact and Mitigation Analysis (TI&MA) was completed for the proposed The Scottsdale Collection development. A portion of this TI&MA included the proposed City Center development. However, at the time of this report the land uses were unknown and therefore three (3) scenarios were analyzed. The following three (3) possible options were considered:

- *Option 1*
 - Hotel* 214 rooms
 - Multi-Family Residential* 106 units
 - Retail/Restaurant* 41,109 square feet
- *Option 2*
 - Multi-Family Residential* 237 units
 - Retail/Restaurant* 46,887 square feet
- *Option 3*
 - Hotel* 449 rooms
 - Retail/Restaurant* 46,887 square feet

5.1.2. SCOTTSDALE COLLECITON – OPTION 3

Option 3 resulted in the highest number of trips and was utilized throughout the TI&MA. Option 3 included a 449-room hotel and 46,887 square feet of commercial land uses. See **Table 5** for the trip generation for Option 3 from the Scottsdale Collection TI&MA.

Table 5 – Trip Generation (The Scottsdale Collection – Option 3)

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour			Special Peak - 10:30 PM		
				Total	Total	In	Out	Total	In	Out	Total	In	Out
Hotel	310	449	Rooms	4,642	219	129	90	311	159	152	186	95	91
Shopping Center	820	46,887	1000 SF GFA	1,770	44	27	17	179	86	93	12	6	6
Total				6,412	263	156	107	490	245	245	198	101	97
Internal Interaction (10%)				-641	-26	-16	-11	-49	-25	-25	-20	-10	-10
Other Travel Modes (5%)				-321	-13	-8	-5	-25	-12	-12	-10	-5	-5
Total				5,450	224	133	91	417	208	208	168	86	82



5.1.3. PROPOSED DEVELOPMENT

The proposed City Center development will include the following land uses:

- **Multi-Family Residential** 138 units*
- **Retail** 10,770 square feet
- **Restaurant** 24,518 square feet

**Note: Since the previous analysis, the unit count has been reduced from 144 to 138 units. The analysis was not updated, as using the original 144 units provides a conservative assessment and the difference in trip generation between 144 and 138 units is minimal.*

Therefore, the trip generation for the proposed City Center development was calculated utilizing the following ITE Land Uses:

- ITE Land Use 222 – Multifamily Housing (High-Rise)
- ITE Land Use 822 – Strip Retail Plaza (<40k)
- ITE Land Use 931 – Fine Dining Restaurant

Internal Capture

Given the mixed-use nature of the proposed development, which includes residential, retail, and restaurant land uses, it is anticipated that some of the trips will be internal, i.e., beginning and ending within the development. Based on the NCHRP Report 684 – Enhancing Internal Trip Capture Estimation of Mixed-Use Developments, the internal capture rates for trip origins and trip destinations within a multi-use development were applied for weekday AM and PM hours.

Trip generation calculations are shown in **Table 6** below. Detailed trip generation calculations are provided in **Appendix F**.

Table 6 – Trip Generation – Proposed Development

Land Use	ITE Code	Qty	Unit	Weekday	AM Peak Hour			PM Peak Hour		
				Total	Total	In	Out	Total	In	Out
Multifamily Housing (High-Rise)	222	144	Dwelling Units	654	39	13	26	46	26	20
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	586	25	15	10	71	35	36
Fine Dining Restaurant	931	24.5	1000 SF GFA	2,056	18	10	8	191	128	63
Total				3,296	82	38	44	308	189	119
Internal Capture				685	8	4	4	98	49	49
Total After Internal Capture				2,611	74	34	40	210	140	70



**Note: Since the previous analysis, the unit count has been reduced from 144 to 138 units. The analysis was not updated, as using the original 144 units provides a conservative assessment and the difference in trip generation between 144 and 138 units is minimal.*

The proposed development is anticipated to generate 2,611 weekday trips with 74 occurring during the AM peak hour and 210 trips during the PM peak hour.



5.2. TRIP GENERATION COMPARISON

5.2.1. PROPOSED DEVELOPMENT VERSUS THE EXISTING DEVELOPMENT

A trip generation comparison between the proposed City Center development and the existing development was calculated. Per 2020 TI&MA, the existing development is represented by the 68,782 SF office (also restaurant is present on site, however since it is vacant it was not included in calculations). See **Table 7** below.

Table 7 – Trip Generation Comparison – Proposed vs Existing Development

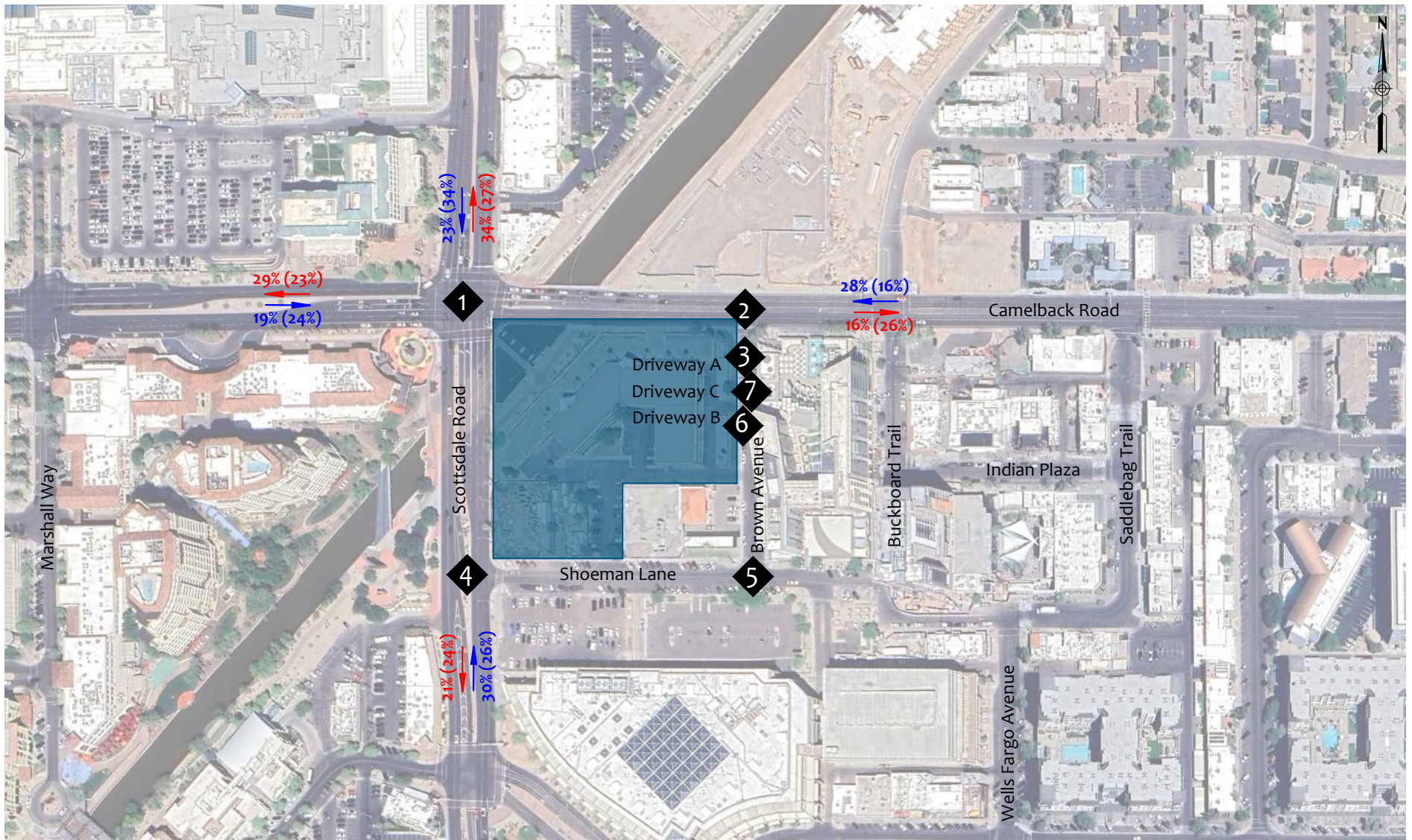
Land Use	Weekday	AM Peak Hour			PM Peak Hour		
	Total	Total	In	Out	Total	In	Out
Proposed Development	2,611	74	34	40	210	140	70
Existing Development	838	121	106	15	122	21	101
Difference	1,773	-47	-72	25	88	119	-31
Percent Difference	212%	-39%	-68%	167%	72%	567%	-31%

The build-out of the proposed City Center development is anticipated to generate 1,773 more weekday trips, with 47 (39%) fewer trips during the AM peak hour, and 88 (72%) more trips during the PM peak hour than the existing development.

5.3. TRIP DISTRIBUTION AND ASSIGNMENT

The trip distribution procedure determines the general pattern of travel for vehicles entering and leaving the proposed development. The trip distribution for the proposed City Center development is based on the distribution of the existing traffic. This project is being developed in a primarily developed area, so it can be assumed that the existing trip distribution will remain. The trip distribution is shown in **Figure 6**.

The trip assignment was generally based on proximity of the driveways, permitted turn movements, as well as ease and probability of use. The site generated traffic volumes are shown in **Figure 7**.



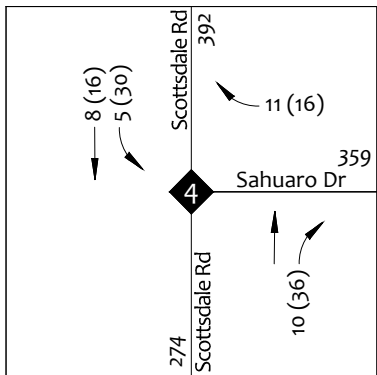
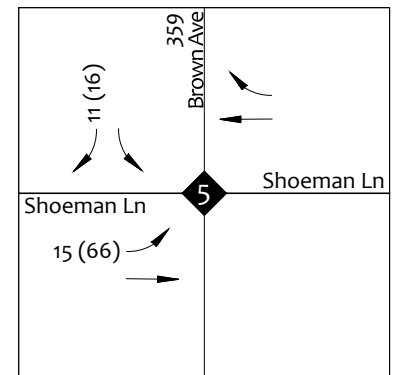
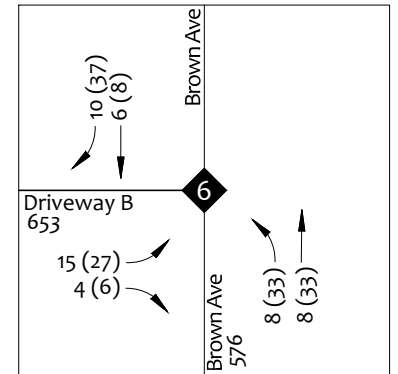
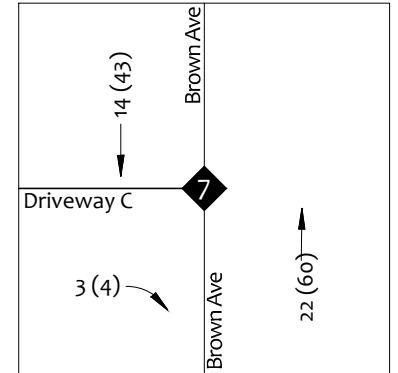
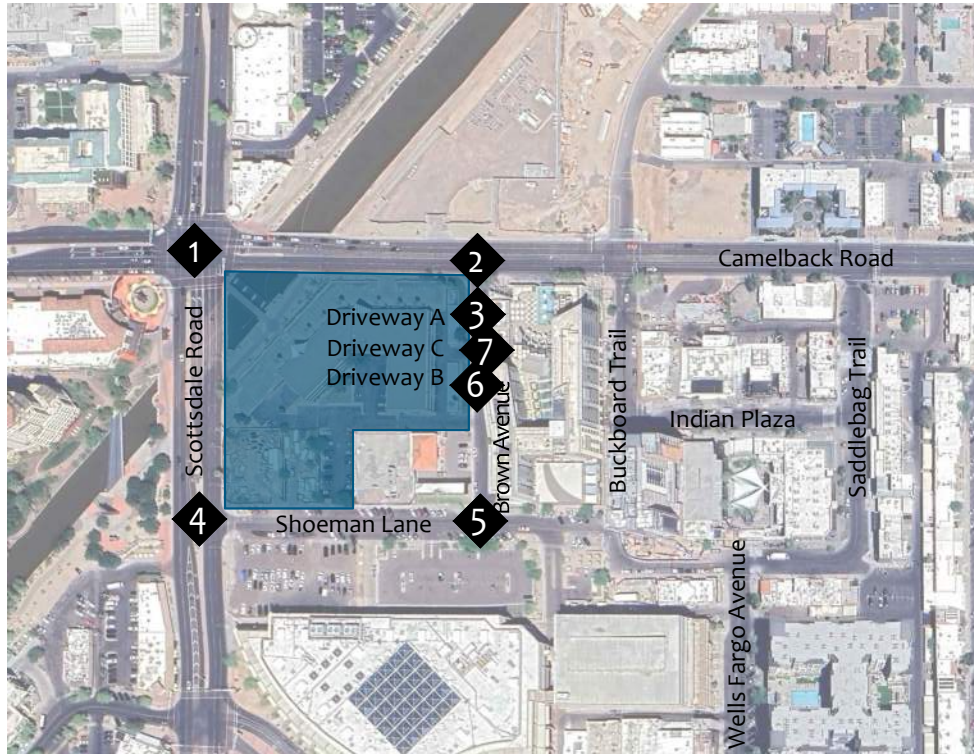
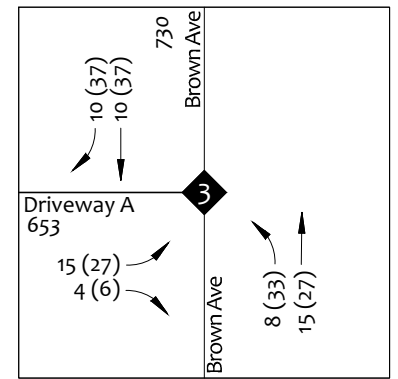
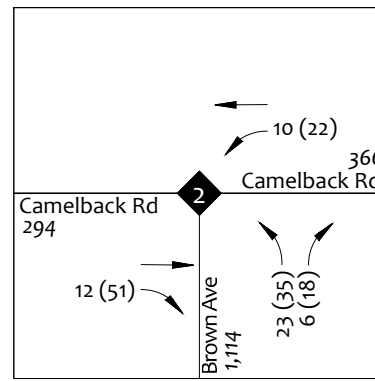
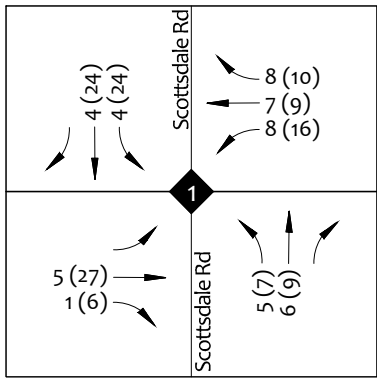
Legend

AM (PM) Inbound Trip Distribution Percentages

AM (PM) Outbound Trip Distribution Percentages

◆ Intersection

FIGURE 6 | TRIP DISTRIBUTION



Legend

AM (PM) Peak Hour Traffic Volumes

◆ Intersection

XX,XXX Directional Daily Traffic Volumes

FIGURE 7 | SITE TRAFFIC VOLUMES



6. FUTURE CONDITIONS (YEAR 2027)

The proposed City Center development is anticipated to be constructed and ready to open in the year 2027. This section analyzes the effects the proposed development will have on the surrounding roadway network during the opening year of 2027.

6.1. YEAR 2027 NO BUILD TRAFFIC VOLUMES

According to the 2023 Maricopa Associations of Governments (MAG) socioeconomic projections in the City of Scottsdale within the study area (RAZ 272), it is estimated that in the year 2020 the population was approximately 67,265. MAG estimates that the 2030 population of the surrounding area to be 77,739. This results in an approximate annual growth rate of 1.46%.

As a conservative approach and to account for the future surrounding developments, a 3.0% annual growth rate was utilized. See **Appendix G** for the MAG socioeconomic projections. See **Figure 8** for the year 2027 no build traffic volumes.

6.2. YEAR 2027 BUILD TRAFFIC VOLUMES

When the site traffic (**Figure 7**) are added to the year 2027 no build traffic (**Figure 8**), the result is the 2027 build traffic volumes. This represents the traffic volumes with the build out of the proposed development. The year 2027 build traffic volumes are shown in **Figure 9**.

6.3. YEAR 2027 NO BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the 2027 no build scenario. The PHF was assumed to be 0.92.

The year 2027 no build AM and PM peak hour level of service and delay for unsignalized and signalized intersections are shown in **Table 8**. The detailed capacity analysis sheets can be found in **Appendix H**.

The results of the year 2027 no build capacity analysis are shown in **Figure 10**. The results of the capacity analysis reveal that all movements operate at a LOS D or better.



6.4. YEAR 2027 BUILD CAPACITY ANALYSIS

The capacity and level of service for the study area intersections were evaluated for the year 2027 build traffic volumes. See **Figure 9**. The PHF was assumed to be 0.92.

The year 2027 no build AM and PM peak hour level of service and delay for unsignalized and signalized intersections are shown in **Table 8**. The detailed capacity analysis sheets can be found in **Appendix I**.

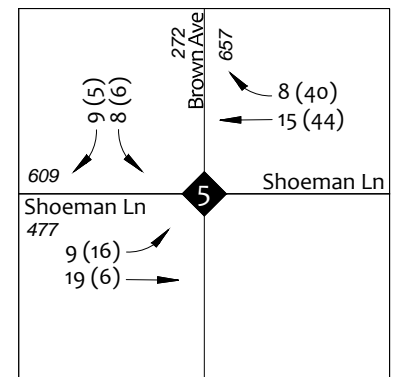
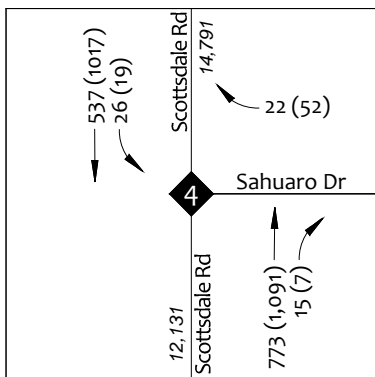
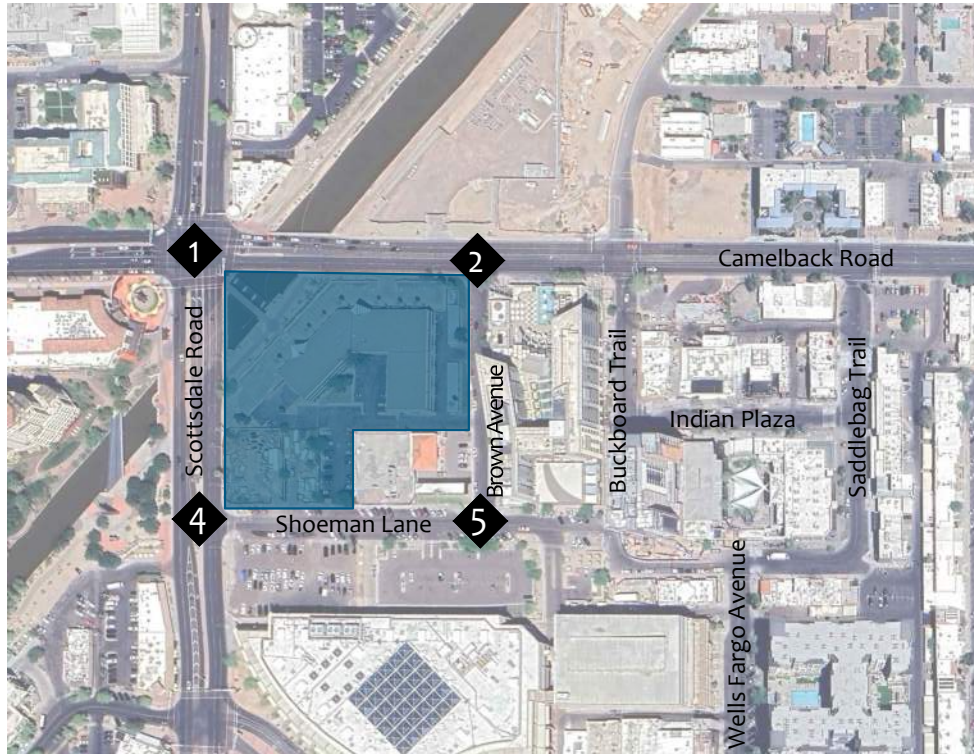
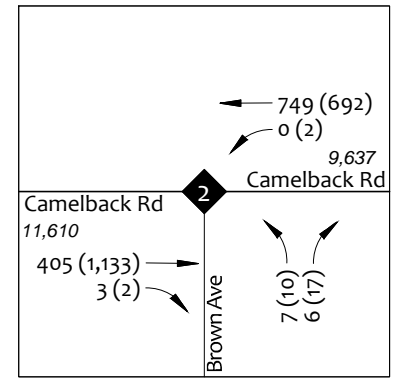
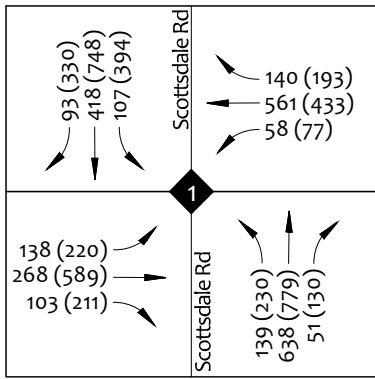
The results of the year 2027 build capacity analysis are shown in **Figure 11**. All movements operate at a LOS D or better or are maintained at the year 2027 no build level of service with the exception of the following:

Camelback Road and Brown Avenue (2)

- Northbound shared left-right PM peak hour operates at LOS F

Table 8 – Year 2027 Level of Service and Delay – Unsignalized and Signalized Intersections

Intersection	2027 No Build Conditions				2027 Build Conditions			
	AM PEAK		PM PEAK		AM PEAK		PM PEAK	
Study Intersections	LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY
Scottsdale Road and Camelback Road (1) - Signalized								
Overall Intersection	D	40.8	D	45.4	D	41	D	47.2
Eastbound Left	E	59.9	E	57.9	E	59.9	E	57.8
Eastbound Through	D	53.8	D	49.8	D	53.6	D	50.1
Eastbound Right	D	54.2	D	45.8	D	53.9	D	45.2
Westbound Left	D	40.3	D	52.8	D	40.2	D	54.1
Westbound Through	D	52.7	D	52.1	D	53	D	52.7
Westbound Shared Through-Right	D	53.2	D	53.3	D	53.4	D	53.9
Northbound Left	D	39.8	D	37.7	D	40.3	D	39.3
Northbound Through	C	21.1	C	31.4	C	21.6	C	34.6
Northbound Shared Through-Right	C	21.6	C	32.9	C	22.2	D	36.6
Southbound Left	E	60.3	D	54.1	E	60.2	D	54.6
Southbound Through	C	34.4	D	48.5	C	34.5	D	52.2
Southbound Right	C	20.0	D	38.6	C	20.0	D	40.6
Camelback Road and Brown Avenue (2) - Unsignalized								
Westbound Left	A	0.0	D	25.3	A	8.3	B	12.1
Northbound Shared Left-Right	B	14.2	B	11.2	C	17.2	F	76.3
Brown Avenue and Driveway A (3) - Unsignalized								
Eastbound Shared Left-Right	-	-	-	-	A	8.9	A	9.8
Northbound Shared Left-Through	-	-	-	-	A	7.3	A	7.5
Scottsdale Road and Shoeman Lane (4) - Unsignalized								
Westbound Right	B	12.9	C	15.7	B	13.2	C	17.1
Southbound Left	B	13.6	C	16.7	B	13.8	C	19.5
Shoeman Lane and Brown Avenue (5) - Unsignalized								
Eastbound Shared Left-Through	A	7.3	A	7.4	A	7.3	A	7.5
Southbound Shared Left-Right	A	8.7	A	9.1	A	8.7	A	9.1
Brown Avenue and Driveway B (6) - Unsignalized								
Eastbound Shared Left-Right	-	-	-	-	A	8.9	A	9.0
Northbound Shared Left-Through	-	-	-	-	A	7.3	A	7.3
Brown Avenue and Driveway C (7) - Unsignalized								
Eastbound Right	-	-	-	-	A	8.3	A	8.3



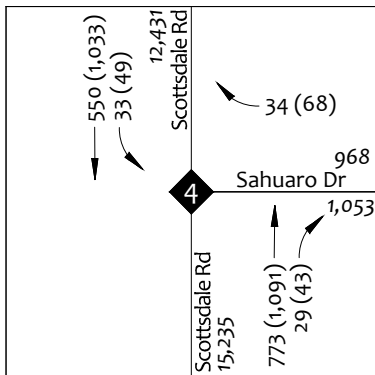
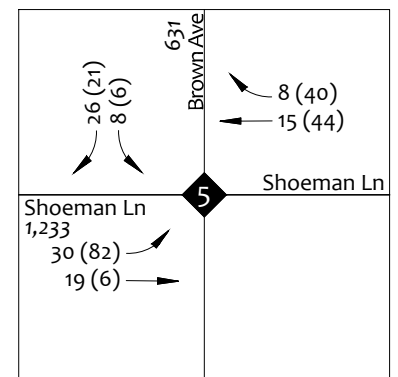
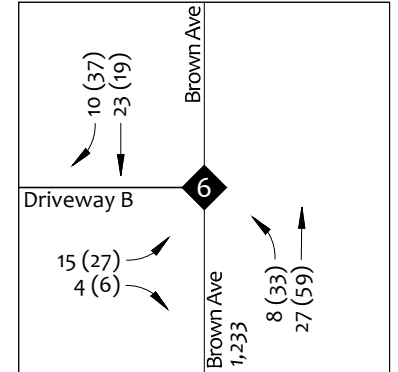
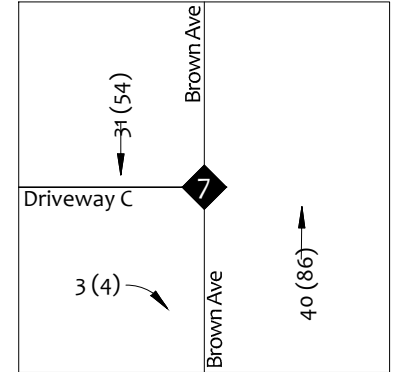
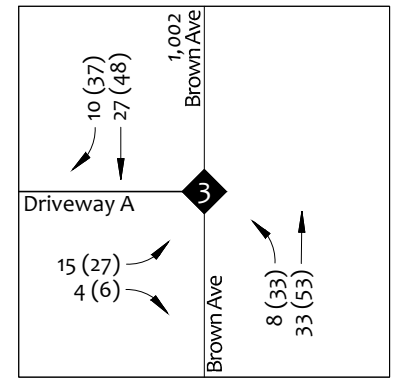
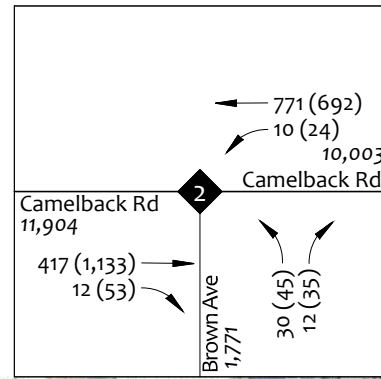
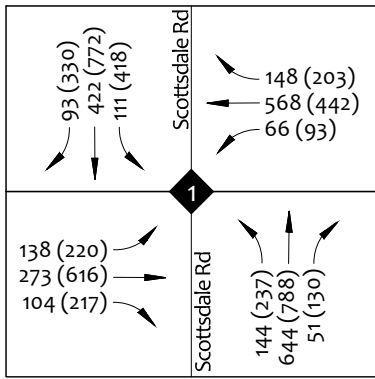
Legend

AM (PM) Peak Hour Traffic Volumes

◆ Intersection

XX,XXX Directional Daily Traffic Volumes

FIGURE 8 | YEAR 2027 BACKGROUND TRAFFIC VOLUMES



Legend

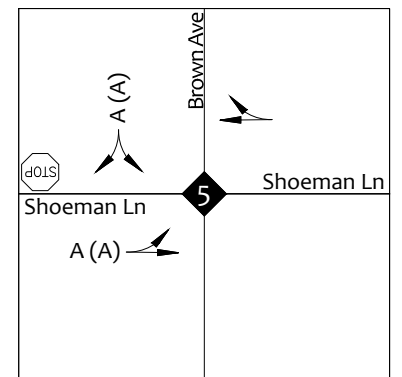
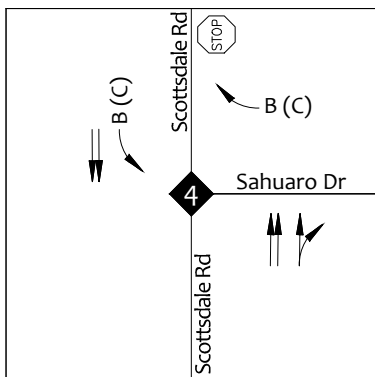
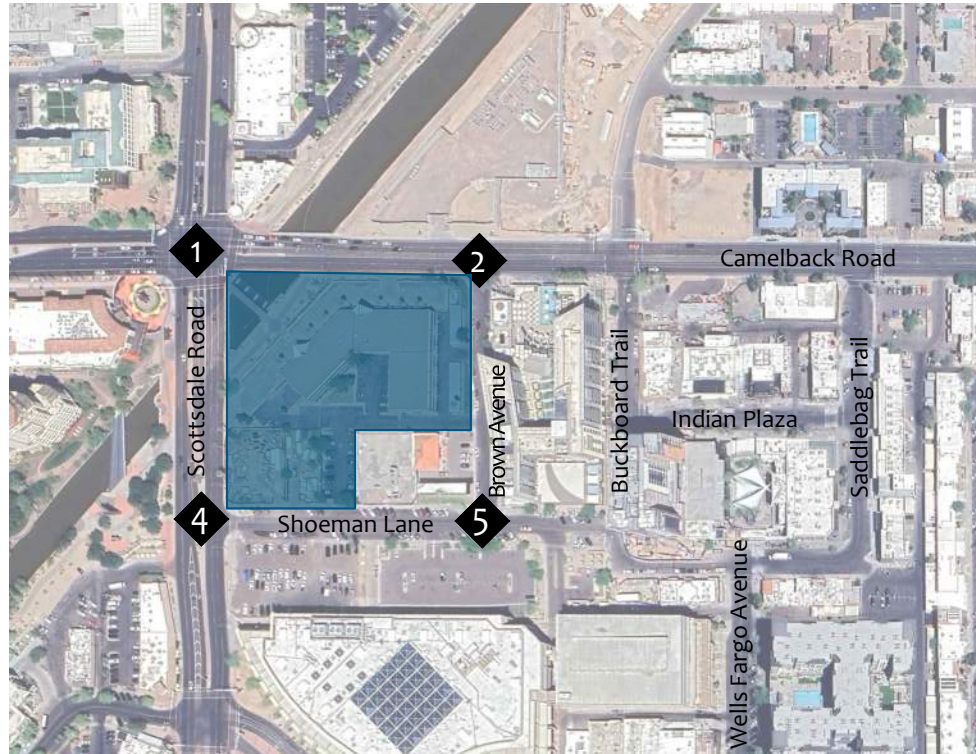
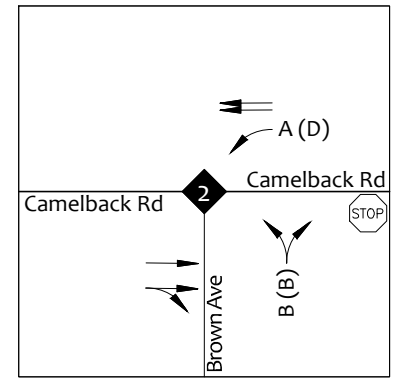
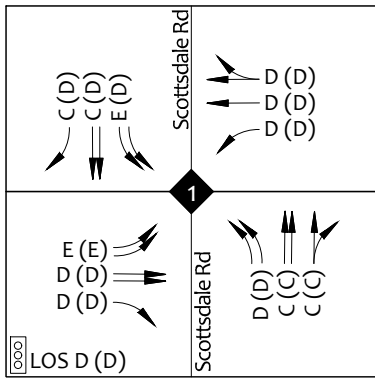
AM (PM) Peak Hour Traffic Volumes



Intersection

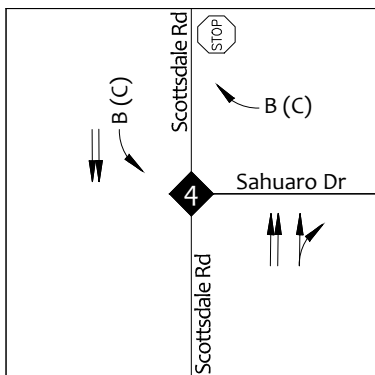
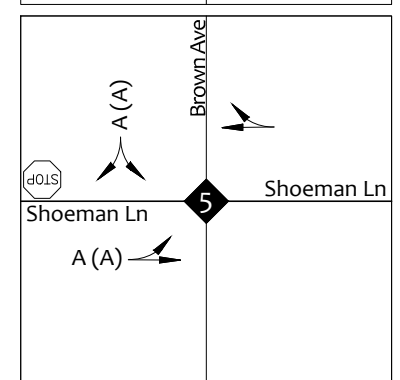
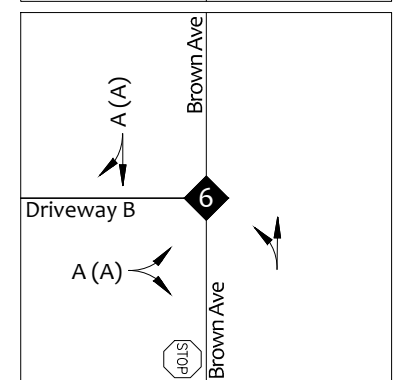
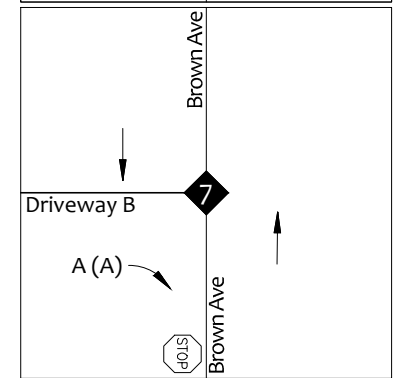
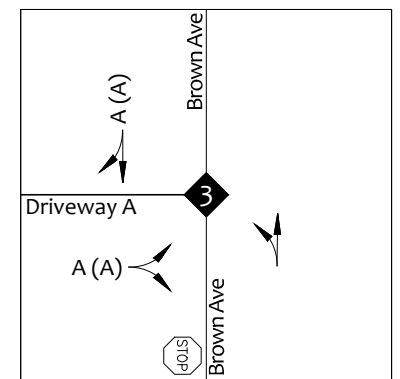
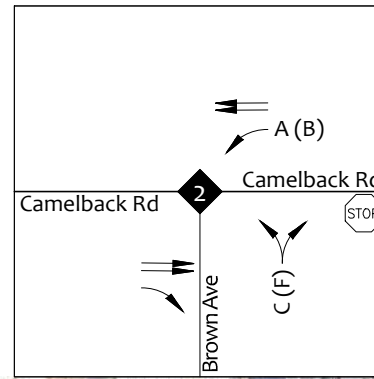
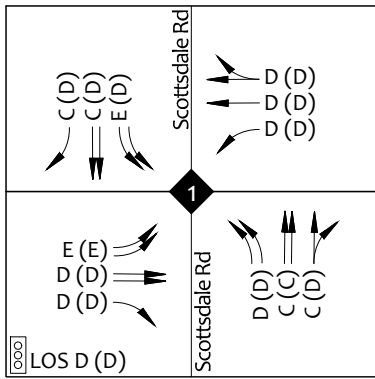
XX,XXX Directional Daily Traffic Volumes

FIGURE 9 | YEAR 2027 BUILD TRAFFIC VOLUMES



- Legend**
- AM(PM) Peak Hour Capacity Analysis
 - Intersection
 - Lane Configuration

FIGURE 10 | YEAR 2027 NO BUILD CAPACITY ANALYSIS



- Legend**
- AM(PM) Peak Hour Capacity Analysis
 - ◆ Intersection
 - ↔ Lane Configuration

FIGURE 11 | YEAR 2027 BUILD CAPACITY ANALYSIS



7. RECOMMENDATIONS & CONCLUSIONS

The proposed City Center development will be located on the southeast corner of Scottsdale Road and Camelback Road, in Scottsdale, Arizona. The proposed site will include the following land uses:

- **Multi-Family Residential** 138 units*
- **Retail** 10,770 square feet
- **Restaurant** 24,518 square feet

**Note: Since the previous analysis, the unit count has been reduced from 144 to 138 units. The analysis was not updated, as using the original 144 units provides a conservative assessment and the difference in trip generation between 144 and 138 units is minimal.*

Trip Generation

The proposed development is anticipated to generate 2,611 weekday trips with 74 occurring during the AM peak hour and 210 trips during the PM peak hour.

Trip Generation Comparison

The build-out of the proposed City Center development is anticipated to generate 1,773 more weekday trips, with 47 (39%) fewer trips during the AM peak hour, and 88 (72%) more trips during the PM peak hour than the existing development.

Recommendations

The following improvements are recommended with the build out of the proposed City Center:

Camelback Road and Brown Avenue (2)

- Build out of an eastbound right turn deceleration lane with a 100 ft minimum length. (Storage length = $53 \times 2 / 30 \times 25$ feet = 88 feet, recommend 100 feet). The 100 ft storage lane was approved by the City of Scottsdale (Sam Taylor).
- Install signing to prohibit northbound left turning movement during peak hours (hours to be coordinated with the City of Scottsdale Transportation)

Brown Avenue and Driveway A (3)

- Build out of a full access driveway allowing all movements into and out of the proposed development.

Brown Avenue and Driveway B (6)

- Build out of a full access driveway allowing all movements into and out of the proposed development.

Brown Avenue and Driveway C (7)



- Build out of a right out exit only driveway

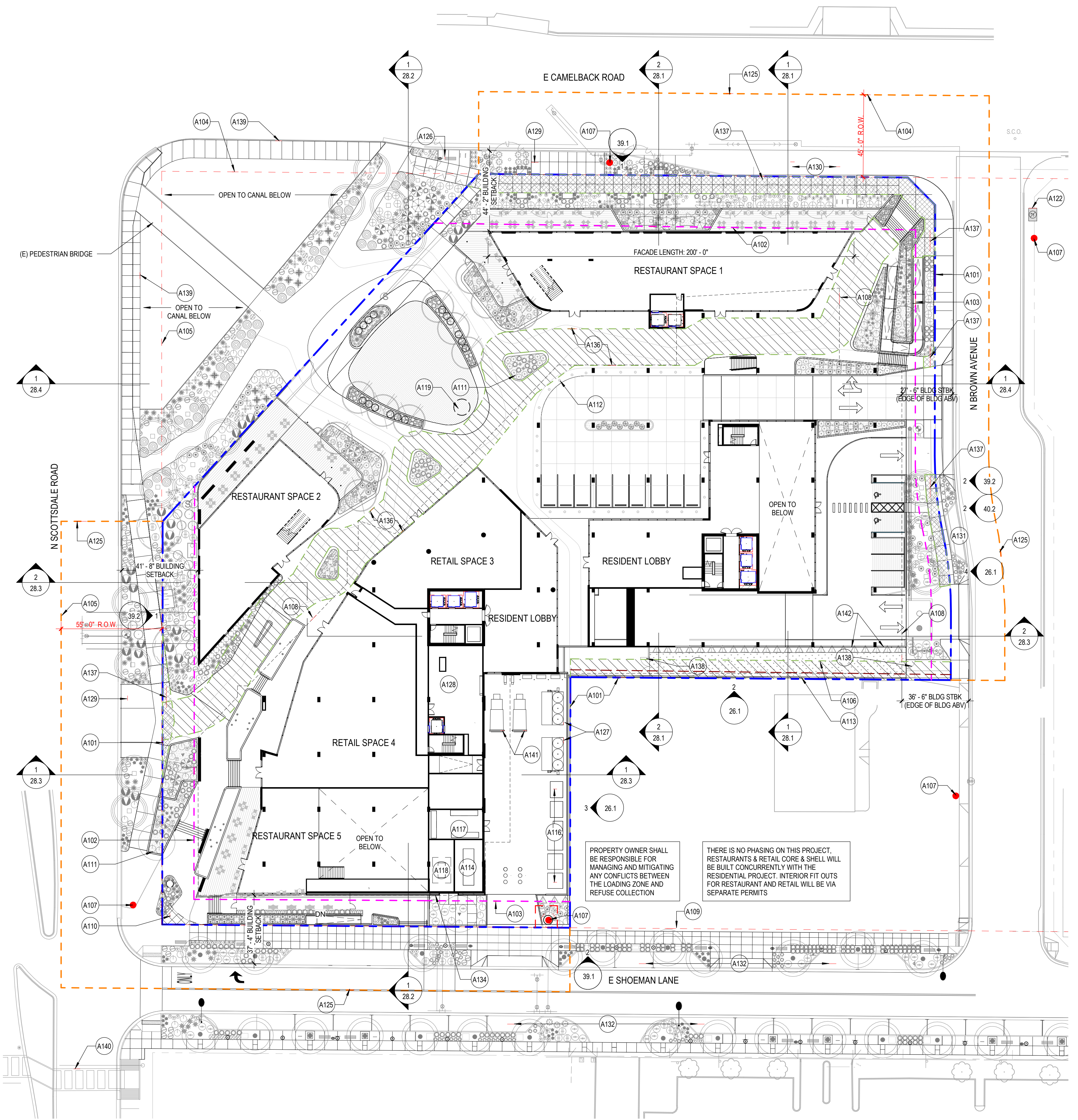
As with any new site and potential change in traffic patterns, the following is recommended:

- **Monitor and Adjust Signal Timing**

Monitor traffic patterns in the area and if necessary, adjust nearby signal timing.



Appendix A – Proposed Site Plan



SITE PLAN DATA

ADDRESS	7201 E CAMELBACK ROAD SCOTTSDALE, AZ 85251	
APN	173-41-004 173-41-005 173-41-006A 173-41-015A	173-41-016A 173-41-017A 173-41-021A
EXISTING ZONING	D/DMU-3, PBD, DO	
PROPOSED ZONING	D/DMU-3, PBD, DO	
SUB-DISTRICT	DOWNTOWN MULTIPLE USE TYPE 3	
TOTAL SITE AREA	3.98 ACRES (GROSS)	
	173,339 SF (GROSS)	
	3.00 ACRES (NET)	
	130,602 SF (NET)	

RETAIL BUILDING AREA	35,288 SF	
RETAIL USE SUBTOTAL	10,770	
RESTAURANT USE SUBTOTAL	24,518	
RESIDENTIAL BUILDING AREA	462,242 SF	
RESIDENTIAL UNIT QUANTITY	138 UNITS	
MAX ALLOWABLE RES UNITS, CITY CENTER PARCEL	300 UNITS (PER CASE 9-ZN-2020, LAND USE BUDGET TABLE)	
PROPOSED RESIDENTIAL DENSITY	35 DU/AC	
ALLOWABLE RESIDENTIAL DENSITY	85 DU/AC (PER CASE 9-ZN-2020, LAND USE BUDGET TABLE)	
TOTAL BUILDING AREA (EXCLUDING GARAGE)	497,530 SF	
GARAGE AREA	207,745 SF	
TOTAL BUILDING AREA (INCLUDING GARAGE)	705,275 SF	
MAXIMUM ALLOWABLE HEIGHT	156'-0"	(INCLUSIVE OF ROOFTOP APPURTENANCES)
PER ZONING CASE 9-NZ-2020, STIPULATION #8		
PROVIDED HEIGHT	156'-0"	
MAX ALLOWABLE GFAR, NON-RESIDENTIAL	1.3	
PER ZONING CASE 9-NZ-2020, STIPULATION #5		
ACTUAL GFAR, NON-RESIDENTIAL	0.20	
BUILDING SETBACKS FROM CURB	40'-0"	(SCOTTSDALE AND CAMELBACK)
PER ZONING ORDINANCE, TABLE 5.3006.C	20'-0"	(SHOEMAN AND BROWN)
REQUIRED OPEN SPACE	15,000 SF	
PER ZONING CASE 9-NZ-2020, STIPULATION #10		
PROVIDED OPEN SPACE	41,490 SF	(BEHIND SETBACK LINE)
REQUIRED PARKING SPACES	458	357 FOR RESIDENTIAL 101 FOR RETAIL
PER CITY CENTER PARKING MASTER PLAN		
PROVIDED PARKING SPACES	491	
REQUIRED BICYCLE PARKING (RESIDENT)	37	(1 BICYCLE SPACE PER 10 VEHICLE SPACES)
REQUIRED BICYCLE PARKING (RETAIL/GUEST)	11	
PER ZONING ORDINANCE, § 9.103.C		
PROVIDED BICYCLE PARKING SPACES	62	(7 LOOP RACKS FOR 2 BICYCLES EA - RETAIL) (12 4-BIKE STORAGE RACKS - RESIDENT)
REQUIRED ACCESSIBLE PARKING SPACES	20	(4% OF TOTAL PARKING SPACES)
PER ZONING ORDINANCE § 9.105.B.4		
PROVIDED ACCESSIBLE PARKING SPACES	22	ZONING REQUIREMENT EXCEEDS ADA MINIMUM OF 2% OF PROVIDED SPACES
REQUIRED VAN PARKING SPACES	4	(1 PER EVERY 6 ACCESSIBLE SPACES)
PER ZONING ORDINANCE § 9.105.C.3 AND ADA TABLE 208.2		
PROVIDED VAN PARKING SPACES	4	
REQUIRED OFF-STREET LOADING SPACES	1	
PER SCOTTSDALE PLANNING & DEVELOPMENT		
PROVIDED OFF-STREET LOADING SPACES	2	

UNIT TYPE	UNIT TYPE			PER FLOOR
	1BR	2 BR	3 BR	
LEVEL 5	10	6	16	
LEVEL 6	10	6	16	
LEVEL 7	10	4	14	
LEVEL 8	10	4	14	
LEVEL 9	10	4	14	
LEVEL 10	10	4	14	
LEVEL 11	10	4	14	
LEVEL 12	10	4	14	
LEVEL 13	10	4	14	
LEVEL 14		8	8	
SUBTOTAL	0	90	48	
	0%	65%	35%	100%
				TOTAL UNITS 138

SHEET KEYNOTES

- A101 PROPERTY LINE
- A102 40' SETBACK LINE (TABLE 5.3006.C)
- A103 20' SETBACK LINE (TABLE 5.3006.C)
- A104 45' R.O.W. (PER 9-ZN-2020, #24.A)
- A105 55' R.O.W. (PER 9-ZN-2020, #24.B)
- A106 10' WIDE UTILITY EASEMENT, MINIMUM 18' CLEAR HEIGHT REQUIRED ABOVE
- A107 FIRE HYDRANT, EXISTING TO REMAIN W/ MODIFIED EASEMENT AREA PER CIVIL DRAWINGS
- A108 LINE OF BUILDING ABOVE
- A109 35' R.O.W. (PER ALTA SURVEY)
- A110 25' SITE VIEW RADIUS (PER STIPULATIONS)
- A111 PLANTER, SEE LANDSCAPE/HARDSCAPE PLANS
- A112 BOLLARD, TYP
- A113 8'-0" TALL MASONRY SCREEN WALL
- A114 GENERATOR @ P1 LEVEL
- A116 APS EQUIPMENT
- A117 SES CABINETS @ P1 LEVEL
- A118 FIRE PUMP ROOM @ P1 LEVEL
- A119 ART SCULPTURE TBD, SEE ART PLAN SHEET S2.0
- A122 NEW SIGNAGE TO RESTRICT LEFT TURNS AT CAMELBACK ROAD FROM 7:00AM TO 9:00AM AND 4:00PM TO 6:00PM
- A125 GROSS SITE AREA BOUNDARY (PROPERTY LINE LIMITS PLUS ABUTTING HALF-STREETS)
- A126 TRANSIT STOP (BENCH, BIKE RACK, AND TRASH CAN)
- A127 MECHANICAL COOLING TOWERS @ P1 LEVEL
- A128 TRASH COMPACTORS @ P1 LEVEL
- A129 40X15 FIRE DEPARTMENT APPARATUS PULL-OFF
- A130 DECELERATION LANE PER SCOTTSDALE COLLECTION (CASE #9-AZ-2020) STIPULATION 31.B.2
- A131 RIDE-SHARE DROP OFF FACILITY IN PUBLIC R.O.W. PER SCOTTSDALE COLLECTION DEVELOPMENT AGREEMENT (#2020-194-COS, SECTION 5.1 AND EXHIBIT G-2)
- A132 SHOEMAN LANE STREETSCAPE IMPROVEMENTS PER DEVELOPMENT AGREEMENT #2016-021-COS-A1
- A134 WALL-MOUNTED FIRE DEPARTMENT CONNECTION OUTSIDE OF FIRE PUMP ROOM
- A136 PROPOSED 20-FOOT-WIDE CONTINUOUS PUBLIC NON-MOTORIZED ACCESS EASEMENT OVER PLAZA SPACE PER ZONING CASE 9-ZN-2020, STIPULATION #27. FINAL EASEMENT LAYOUT TO BE CONFIRMED PRIOR TO DEDICATION.
- A137 PROPOSED PUBLIC NON-MOTORIZED ACCESS EASEMENT OVER SIDEWALK EXTENDING BEYOND THE PUBLIC RIGHT-OF-WAY ONTO THE PROJECT SITE.
- A138 10' WIDE GATE FOR EASEMENT ACCESS, TYP.
- A139 NEW 10' WIDE SIDEWALK ALONG CANAL DEPENDENT ON DISCUSSIONS/APPROVAL WITH SRP
- A140 AT GRADE PEDESTRIAN CROSSING AND TRAFFIC CONTROL MEASURES, REFER TO CIVIL DOCUMENTS
- A141 SELF-CONTAINED COMPACTOR/COLLECTOR
- A142 8'-0" TALL SITE FENCE

SCOTTSDALE CITY CENTER

7201 EAST CAMELBACK ROAD
SCOTTSDALE, AZ 85251

SMITHGROUP

455 NORTH THIRD STREET
SUITE 250
PHOENIX, AZ 85004
602.265.2200
smithgroup.com

SUSTAINABILITY ENGINEERING GROUP

CIVIL ENGINEER
8280 E GELDING DRIVE, SUITE 101
SCOTTSDALE, AZ 85260
480.588.7226

SMITHGROUP
LANDSCAPE ARCHITECT
455 N THIRD STREET, SUITE 250
PHOENIX, AZ 85004
602.265.2200

ISSUED FOR	DATE
DEVELOPMENT REVIEW SUBMITTAL	30JULY2025
DEVELOPMENT REVIEW SUBMITTAL	16MAY2025
DEVELOPMENT REVIEW SUBMITTAL	11NOV2024
DEVELOPMENT REVIEW SUBMITTAL	03JULY2023

SEALS AND SIGNATURES

NOT FOR CONSTRUCTION

CONCEPTUAL PLANS FOR DR REVIEW ONLY

SHEET TITLE

ARCHITECTURAL SITE PLAN

PROJECT NUMBER 14165.000

DR
SHEET NUMBER

24.1



Appendix B – Parcel Information

173-41-006A

Land Parcel

This is a Land parcel located at [4443 N SCOTTSDALE RD SCOTTSDALE 85251](#). The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$1,364,100.

- MAPS
- PICTOMETRY
- VIEW/PAY TAX BILL
- DEED
- OWNER
- VALUATIONS
- MAP FERRET
- SIMILAR PARCELS
- REGISTER RENTAL
- PRINT DETAILS

PROPERTY INFORMATION



[4443 N SCOTTSDALE RD SCOTTSDALE 85251](#)

MCR #	4231
Description	LT 5 SHOEMAN TRACT MCR 42-31 EX S 15F & W 22F FOR ROW PER MOD ON THE WATERFRONT MCR 1511-45
Lat/Long	1
Lot Size	12,894 sq ft.
Zoning	D/DMU-2
Lot #	5
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R ?	23 2N 4E
Market Area/Neighborhood	19/006
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address	4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251
Deed Number	20230202538
Last Deed Date	04/20/2023
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)



Tax Year	2024	2023	2022	2021	2020
Full Cash Value [?]	\$1,364,100	\$1,078,500	\$909,200	\$909,200	\$782,537
Limited Value [?]	\$493,187	\$469,702	\$447,335	\$426,033	\$405,746
Legal Class	2.R	2.R	2.R	2.R	2.R
Description	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P	AG / VACANT LAND / NON-PROFIT R/P
Assessment Ratio	15%	15%	15%	15%	15%
Assessed LPV	\$73,978	\$70,455	\$67,100	\$63,905	\$60,862
Property Use Code	0021	0021	0021	0021	0021
PU Description	Vacant Land	Vacant Land	Vacant Land	Vacant Land	Vacant Land
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

MAP FERRET MAPS



Mapferret maps, also known as Mapld maps, pdf maps, or output maps are now available here without having to search.

▶ [Parcel Maps \(1\)](#)

▶ [Book/Map Maps \(3\)](#)

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173-41-005

Commercial Parcel

This is a Commercial parcel located at [7216 E SHOEMAN LN SCOTTSDALE 85251](#). The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$1,002,484.

- MAPS
- PICTOMETRY
- \$ VIEW/PAY TAX BILL
- DEED
- OWNER
- VALUATIONS
- ADDITIONAL INFO
- SKETCHES
- MAP FERRET
- SIMILAR PARCELS
- REGISTER RENTAL
- PRINT DETAILS

PROPERTY INFORMATION



[7216 E SHOEMAN LN SCOTTSDALE 85251](#)

MCR #	4231
Description	SHOEMAN TRACT LOT 4 W 64'
Lat/Long	
Lot Size	9,753 sq ft.
Zoning	C-3
Lot #	4
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R	23 2N 4E
Market	19/006
Area/Neighborhood	
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address 4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251

In Care Of	GENERAL COUNSEL
Deed Number	20230168658
Last Deed Date	04/03/2023
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION



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The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)



Tax Year	2024	2023	2022	2021	2020
Full Cash Value ⓘ	\$1,002,484	\$811,700	\$683,900	\$684,100	\$601,200
Limited Value ⓘ	\$482,479	\$459,504	\$437,623	\$416,784	\$396,937
Legal Class	1.12	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$82,021	\$78,116	\$76,584	\$75,021	\$71,449
Property Use Code	2010	2010	2010	2010	2010
PU Description	Restaurants/Bars	Restaurants/Bars	Restaurants/Bars	Restaurants/Bars	Restaurants/Bars
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

ADDITIONAL PROPERTY INFORMATION



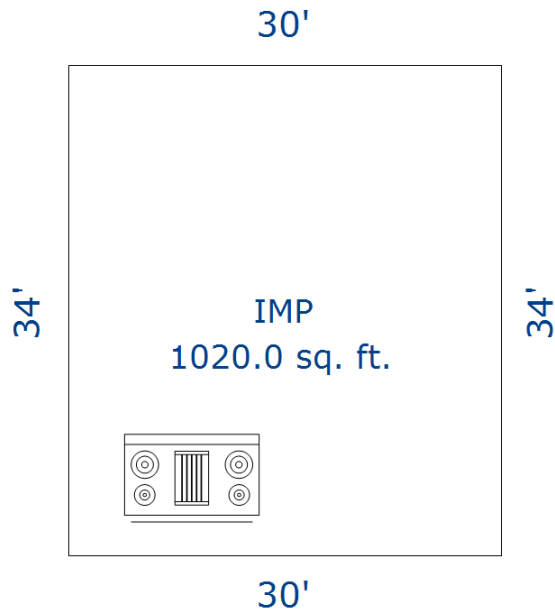
Additional property data.

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Restaurant	000101	350	2	C	64	1,020
Site Improvements	000201	163	2	D	64	1

BUILDING SKETCHES



Sketches that illustrate the external dimensions of a property.



MAP FERRET MAPS



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▶ [Parcel Maps \(1\)](#)

▶ [Book/Map Maps \(3\)](#)

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173-41-004

Commercial Parcel

This is a Commercial parcel located at [7222 E SHOEMAN LN SCOTTSDALE 85251](#). The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$890,500.

- MAPS
- PICTOMETRY
- VIEW/PAY TAX BILL
- DEED
- OWNER
- VALUATIONS
- MAP FERRET
- SIMILAR PARCELS
- REGISTER RENTAL
- PRINT DETAILS

PROPERTY INFORMATION



[7222 E SHOEMAN LN SCOTTSDALE 85251](#)

MCR #	4231
Description	SHOEMAN TRACT LOT 4 E 65' EX S 15' RD
Lat/Long	
Lot Size	8,905 sq ft.
Zoning	C-3
Lot #	4
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R	23 2N 4E
Market	19/006
Area/Neighborhood	
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address 4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251

In Care Of	GENERAL COUNSEL
Deed Number	20230168658
Last Deed Date	04/03/2023
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)



Tax Year	2024	2023	2022	2021	2020
Full Cash Value [?]	\$890,500	\$801,400	\$801,400	\$801,400	\$757,600
Limited Value [?]	\$399,893	\$380,851	\$362,715	\$345,443	\$328,993
Legal Class	1.12	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$65,982	\$64,745	\$63,475	\$62,180	\$59,219
Property Use Code	1074	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

MAP FERRET MAPS



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173-41-017A

Commercial Parcel

This is a Commercial parcel The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$2,304,000.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX BILL

 DEED

 OWNER

 VALUATIONS

 MAP FERRET

 SIMILAR PARCELS

 REGISTER RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



MCR #	4231
Description	SHOEMAN TRACT TRACT A BEG SW COR TH E 245F TO NE COR LOT 4 N 110F N 84D 04' W 143.08F TO NW LN S 42D 11F W ALG NW LN 153F TO W LN TH S 10F TO BEG EX PER DKT/PG 14489-118-119
Lat/Long	
Lot Size	23,040 sq ft.
Zoning	C-3
Lot #	
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R ?	23 2N 4E
Market Area/Neighborhood	19/006
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address	4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251
In Care Of	GENERAL COUNSEL
Deed Number	20230168658
Last Deed Date	04/03/2023
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION



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Tax Year	2024	2023	2022	2021	2020
Full Cash Value ⓘ	\$2,304,000	\$2,073,600	\$2,073,600	\$2,073,600	\$1,960,300
Limited Value ⓘ	\$1,034,672	\$985,402	\$938,478	\$893,789	\$851,228
Legal Class Description	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$170,720	\$167,518	\$164,234	\$160,882	\$153,221
Property Use Code	1074	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

MAP FERRET MAPS



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173-41-016B

Commercial Parcel

This is a Commercial parcel located at [7201 E CAMELBACK RD SCOTTSDALE 85251](#). The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$13,911,700.

- MAPS
- PICTOMETRY
- VIEW/PAY TAX BILL
- DEED
- OWNER
- VALUATIONS
- ADDITIONAL INFO
- SKETCHES
- MAP FERRET
- SIMILAR PARCELS
- REGISTER RENTAL
- PRINT DETAILS

PROPERTY INFORMATION



[7201 E CAMELBACK RD SCOTTSDALE 85251](#)

MCR #	4231
Description	SHOEMAN TRACT TRACT A EX E 268.5F & EX BEG SW COR TH E 245F N 110F W 143.08F TO NW LN TH SW 153F S 10F TO BEG & EX PER DKT/PG 3882-288 & EX PER DKT/PG 14489-118-119
Lat/Long	
Lot Size	51,713 sq ft.
Zoning	C-3
Lot #	
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R	23 2N 4E
Market	19/006
Area/Neighborhood	
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



Mailing Address 4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251
In Care Of GENERAL COUNSEL
Deed Number [20230168658](#)
Last Deed Date 04/03/2023
Sale Date n/a
Sale Price n/a

VALUATION INFORMATION



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Tax Year	2024	2023	2022	2021	2020
Full Cash Value [?]	\$13,911,700	\$16,895,500	\$12,587,000	\$12,262,900	\$11,892,300
Limited Value [?]	\$7,966,414	\$7,587,061	\$7,225,772	\$6,881,688	\$6,553,989
Legal Class	1.12	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$1,314,458	\$1,289,800	\$1,264,510	\$1,238,704	\$1,179,718
Property Use Code	1513	1513	1513	1513	1513
PU Description	Office Buildings	Office Buildings	Office Buildings	Office Buildings	Office Buildings
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

ADDITIONAL PROPERTY INFORMATION



Additional property data.

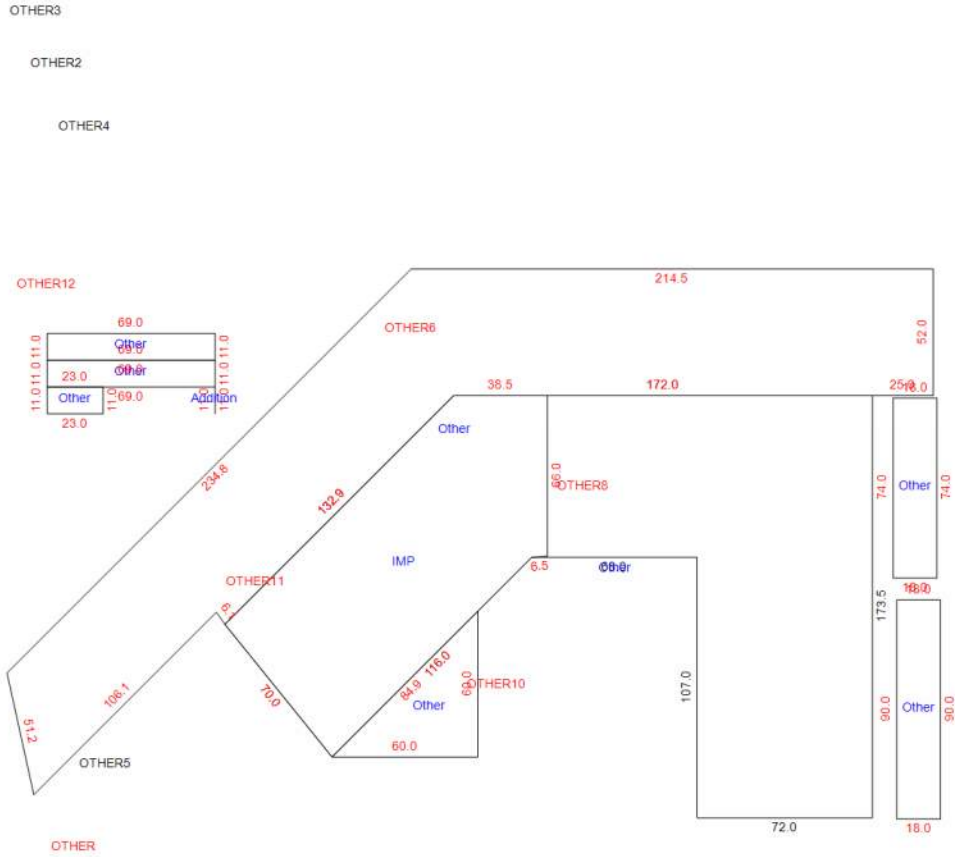
Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Office Building	000101	344	3	B	41	68,782
Parking Level	000102	577	1	B	40	30,292
Parking Level	000103	577	1	B	40	25,960

Description	Imp #	Occupancy	Rank	CCI	Age	Sq Ft.
Site Improvements	000201	163	2	D	40	1

BUILDING SKETCHES



Sketches that illustrate the external dimensions of a property.



MAP FERRET MAPS



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▶ [Parcel Maps \(1\)](#)

▶ [Book/Map Maps \(3\)](#)

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173-41-015A

Commercial Parcel

This is a Commercial parcel The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$1,117,200.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX
BILL

 DEED

 OWNER

 VALUATIONS

 MAP FERRET

 SIMILAR
PARCELS

 REGISTER
RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



MCR #	4231
Description	SHOEMAN TRACT PT TR A W 131F OF E 268.5F OF N 135.3F EX E 26F RD & EX N 7F & EX ER DKT/PG 14489-115-116
Lat/Long	
Lot Size	11,172 sq ft.
Zoning	C-3
Lot #	
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R	23 2N 4E
Market	19/006
Area/Neighborhood	
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address 4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251

In Care Of	GENERAL COUNSEL
Deed Number	20230168658
Last Deed Date	04/03/2023
Sale Date	n/a
Sale Price	n/a

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Full Cash Value [?]	\$1,117,200	\$1,005,400	\$1,005,400	\$1,005,400	\$950,500
Limited Value [?]	\$497,953	\$474,241	\$451,658	\$430,150	\$409,667
Legal Class	1.12	1.12	1.12	1.12	1.12
Description	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P	COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$82,162	\$80,621	\$79,040	\$77,427	\$73,740
Property Use Code	1074	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

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▶ [Parcel Maps \(1\)](#)

▶ [Book/Map Maps \(3\)](#)

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The Assessor's Office has compiled information on this website that it uses to identify, classify, and value real and personal property. Please contact the Maricopa County S.T.A.R. Center at (602) 506-3406 if you believe any information is incomplete, out of date, or incorrect so that appropriate corrections can be addressed. Please note that a statutory process is also available to correct errors pursuant to Arizona Revised Statutes 42-16254.

The Assessor does not guarantee that any information provided on this website is accurate, complete, or current. In many instances, the Assessor has gathered information from independent sources and made it available on this site, and the original information may have contained errors and omissions. Errors and omissions may also have occurred in the process of gathering, interpreting, and reporting the information. Information on the website is not updated in "real time". In addition, users are cautioned that the process used on this site to illustrate the boundaries of the adjacent parcels is not always consistent with the recorded documents for such parcels. The parcel boundaries depicted on this site are for illustrative purposes only, and the exact relationship of adjacent parcels should be independently researched and verified. The information provided on this site is not the equivalent of a title report or a real estate survey. Users should independently research, investigate and verify all information before relying on it or in the preparation of legal documents.

By using this website, you acknowledge having read the above and waive any right you may have to claim against Maricopa County, its officers, employees, and contractors arising out of my reliance on or the use of the information provided on this website.

173-41-021A

Commercial Parcel

This is a Commercial parcel located at [4424 N BROWN AVE SCOTTSDALE 85251](#). The current owner is CITY CENTER OPPORTUNITY FUND LLC. It is located in the SHOEMAN TRACT subdivision, and MCR [4231](#). Its current year full cash value is \$1,404,700.

 MAPS

 PICTOMETRY

 VIEW/PAY TAX BILL

 DEED

 OWNER

 VALUATIONS

 MAP FERRET

 SIMILAR PARCELS

 REGISTER RENTAL

 PRINT DETAILS

PROPERTY INFORMATION



[4424 N BROWN AVE SCOTTSDALE 85251](#)

MCR #	4231
Description	SHOEMAN TRACT TR A S 151.3F OF W 131F OF E 268.5F EX E 26F RD & EX PER DKT/PG 14489-115-116
Lat/Long	
Lot Size	14,047 sq ft.
Zoning	C-3
Lot #	
High School District	SCOTTSDALE UNIFIED #48
Elementary School District	SCOTTSDALE UNIFIED SCHOOL DISTRICT
Local Jurisdiction	SCOTTSDALE
S/T/R ?	23 2N 4E
Market Area/Neighborhood	19/006
Subdivision (8 Parcels)	SHOEMAN TRACT

OWNER INFORMATION



[CITY CENTER OPPORTUNITY FUND LLC](#)

Mailing Address	4501 N SCOTTSDALE RD STE 201, SCOTTSDALE, AZ 85251
In Care Of	GENERAL COUNSEL
Deed Number	20230168658
Last Deed Date	04/03/2023
Sale Date	n/a
Sale Price	n/a

VALUATION INFORMATION



We provide valuation information for the past 5 years. For mobile display, we only show 1 year of valuation information. Should you need more data, please look at our [data sales](#).

The Valuation Information displayed below may not reflect the taxable value used on the tax bill due to any special valuation relief program. [CLICK HERE TO PAY YOUR TAXES OR VIEW YOUR TAX BILL](#)

Tax Year	2024	2023	2022	2021	2020
Full Cash Value ⓘ	\$1,404,700	\$1,264,200	\$1,264,200	\$1,264,200	\$1,195,100
Limited Value ⓘ	\$630,707	\$600,674	\$572,070	\$544,829	\$518,885
Legal Class Description	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P	1.12 COMMERCIAL / OTHER R/P
Assessment Ratio	16.5%	17%	17.5%	18%	18%
Assessed LPV	\$104,066	\$102,115	\$100,112	\$98,069	\$93,399
Property Use Code	1074	1074	1074	1074	1074
PU Description	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial	Misc. Commercial
Tax Area Code	481400	481400	481400	481400	481400
Valuation Source	Notice	Notice	Notice	Notice	Notice

MAP FERRET MAPS



Mapferret maps, also known as MapId maps, pdf maps, or output maps are now available here without having to search.

▶ [Parcel Maps \(1\)](#)

▶ [Book/Map Maps \(3\)](#)

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Appendix C – Traffic Count Data



(303) 216-2439
www.alltrafficdata.net

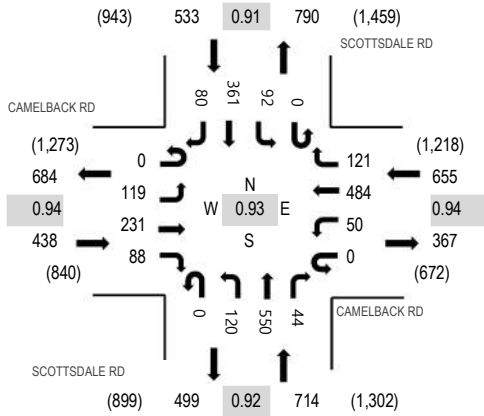
Location: 1 SCOTTSDALE RD & CAMELBACK RD AM

Date: Tuesday, June 13, 2023

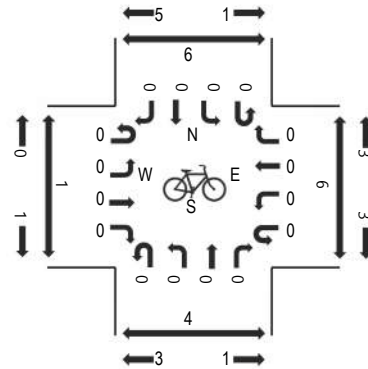
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

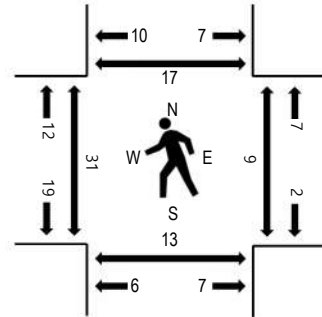
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CAMELBACK RD Eastbound				CAMELBACK RD Westbound				SCOTTSDALE RD Northbound				SCOTTSDALE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	24	37	12	0	6	76	13	0	13	88	6	0	19	69	15	378	1,963	9	3	7	6
7:15 AM	0	25	60	31	0	1	109	17	0	18	115	9	0	10	63	17	475	2,133	14	4	3	7
7:30 AM	0	20	53	22	0	7	139	28	0	21	137	12	0	10	66	17	532	2,255	7	5	4	13
7:45 AM	0	30	63	25	0	15	120	32	0	21	140	8	0	18	83	23	578	2,290	6	2	5	0
8:00 AM	0	36	51	18	0	12	109	28	0	30	136	8	0	22	82	16	548	2,340	8	3	2	6
8:15 AM	0	26	62	20	0	12	122	32	0	30	156	8	0	18	91	20	597		5	2	5	2
8:30 AM	0	29	66	20	0	10	109	27	0	24	124	11	0	27	102	18	567		13	3	5	7
8:45 AM	0	28	52	30	0	16	144	34	0	36	134	17	0	25	86	26	628		5	1	1	2
Count Total	0	218	444	178	0	79	928	211	0	193	1,030	79	0	149	642	152	4,303		67	23	32	43
Peak Hour	0	119	231	88	0	50	484	121	0	120	550	44	0	92	361	80	2,340		31	9	13	17



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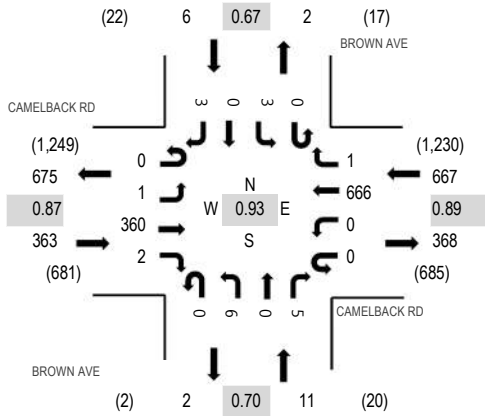
Location: 2 BROWN AVE & CAMELBACK RD AM

Date: Tuesday, June 13, 2023

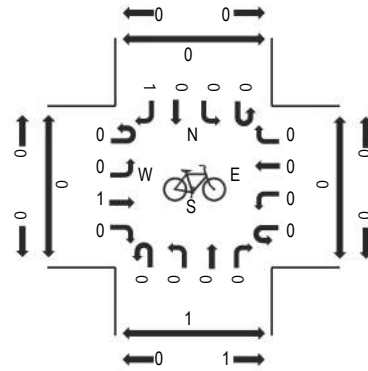
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

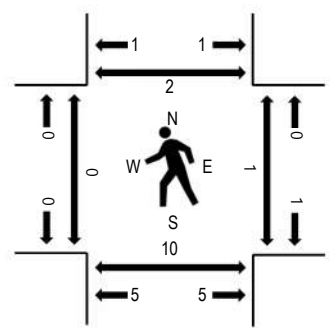
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CAMELBACK RD Eastbound				CAMELBACK RD Westbound				BROWN AVE Northbound				BROWN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	3	58	0	0	0	102	1	0	0	0	1	0	2	0	0	167	906	0	2	2	0
7:15 AM	0	4	82	0	0	0	129	0	0	0	0	1	0	1	0	0	222	994	0	0	1	0
7:30 AM	0	0	84	0	0	0	164	2	0	2	0	2	0	0	0	0	259	1,020	0	0	2	2
7:45 AM	0	3	84	0	0	0	163	2	0	1	0	2	0	0	0	0	258	1,024	0	0	1	0
8:00 AM	0	1	80	0	0	0	166	1	0	4	0	1	0	1	0	1	255	1,047	0	0	2	0
8:15 AM	0	0	89	0	0	0	155	0	0	0	0	2	0	0	0	0	248		0	0	2	0
8:30 AM	0	0	102	2	0	0	158	0	0	0	0	1	0	0	0	0	263		0	0	4	1
8:45 AM	0	0	89	0	0	0	187	0	0	2	0	1	0	2	0	0	281		0	1	2	1
Count Total	0	11	668	2	0	0	1,224	6	0	9	0	11	0	6	0	16	1,953		0	3	16	4
Peak Hour	0	1	360	2	0	0	666	1	0	6	0	5	0	3	0	3	1,047		0	1	10	2



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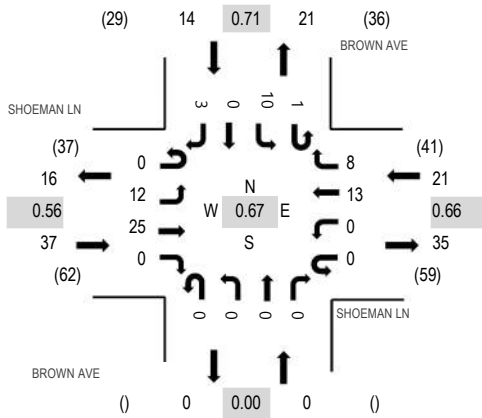
Location: 4 BROWN AVE & SHOEMAN LN AM

Date: Tuesday, June 13, 2023

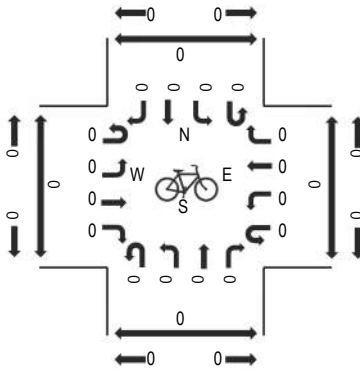
Peak Hour: 07:00 AM - 08:00 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

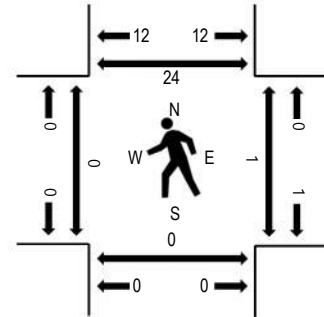
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHOEMAN LN Eastbound				SHOEMAN LN Westbound				BROWN AVE Northbound				BROWN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	6	0	0	0	6	2	0	0	0	0	0	2	0	0	18	72	0	0	0	7
7:15 AM	0	5	3	0	0	0	4	1	0	0	0	0	0	2	0	0	15	63	0	0	0	5
7:30 AM	0	0	4	0	0	0	2	2	0	0	0	0	0	3	0	1	12	68	0	0	0	7
7:45 AM	0	5	12	0	0	0	1	3	0	0	0	0	1	3	0	2	27	72	0	1	0	5
8:00 AM	0	0	3	0	0	0	3	1	0	0	0	0	0	2	0	0	9	60	0	0	0	6
8:15 AM	0	2	8	0	0	0	3	2	0	0	0	0	0	3	0	2	20		0	0	0	3
8:30 AM	0	3	5	0	0	0	3	2	0	0	0	0	0	0	0	3	16		0	0	0	2
8:45 AM	0	3	1	0	0	0	4	2	0	0	0	0	0	2	0	3	15		0	2	0	13
Count Total	0	20	42	0	0	0	26	15	0	0	0	0	1	17	0	11	132		0	3	0	48
Peak Hour	0	12	25	0	0	0	13	8	0	0	0	0	1	10	0	3	72		0	1	0	24

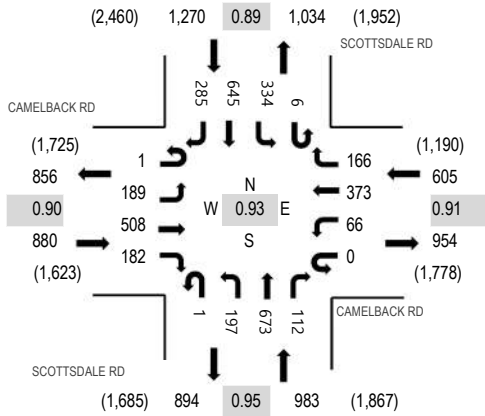
Location: 1 SCOTTSDALE RD & CAMELBACK RD PM

Date: Tuesday, June 13, 2023

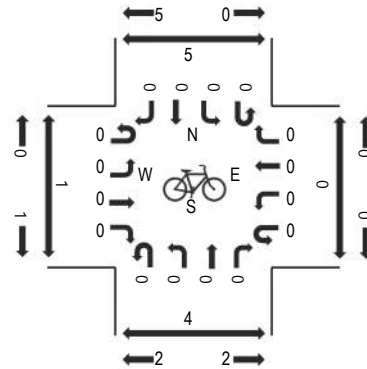
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

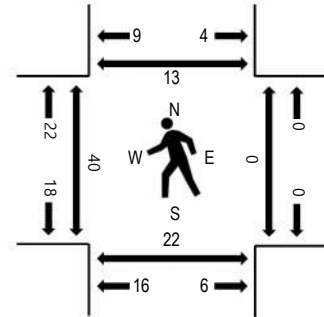
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CAMELBACK RD Eastbound				CAMELBACK RD Westbound				SCOTTSDALE RD Northbound				SCOTTSDALE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	44	121	31	0	17	103	29	0	49	162	24	4	77	128	61	850	3,538	2	1	6	5
4:15 PM	0	38	106	25	0	10	75	50	0	46	161	29	1	85	164	107	897	3,629	9	1	2	5
4:30 PM	1	50	116	36	0	11	99	45	0	53	152	31	2	86	159	76	917	3,738	4	0	3	4
4:45 PM	0	42	121	40	0	18	69	47	0	49	174	21	2	70	152	69	874	3,704	10	0	2	4
5:00 PM	0	46	143	58	0	18	96	33	1	37	180	25	0	93	145	66	941	3,602	14	0	7	4
5:15 PM	0	51	128	48	0	19	109	41	0	58	167	35	2	85	189	74	1,006	3,738	12	0	10	1
5:30 PM	0	47	127	40	0	18	109	29	0	49	151	20	0	62	171	60	883	3,738	15	0	11	1
5:45 PM	0	41	85	38	0	12	94	39	1	49	121	22	1	66	136	67	772	3,738	19	0	6	5
Count Total	1	359	947	316	0	123	754	313	2	390	1,268	207	12	624	1,244	580	7,140	3,738	85	2	47	29
Peak Hour	1	189	508	182	0	66	373	166	1	197	673	112	6	334	645	285	3,738	3,738	40	0	22	13



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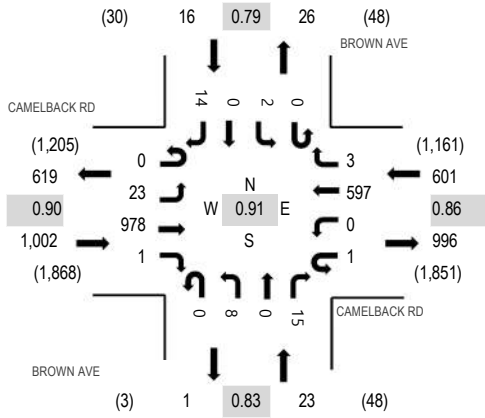
Location: 2 BROWN AVE & CAMELBACK RD PM

Date: Tuesday, June 13, 2023

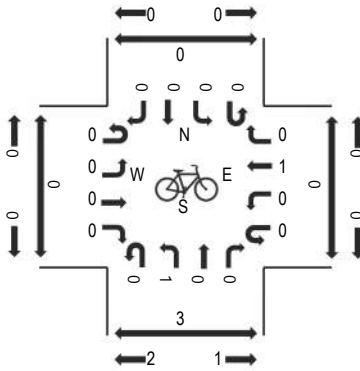
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

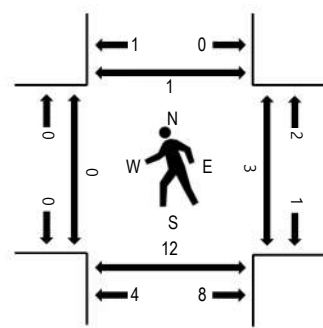
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians

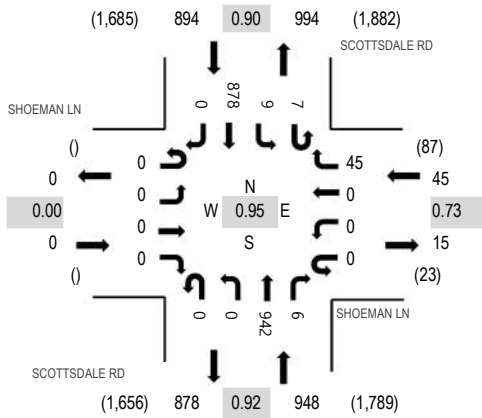


Note: Total study counts contained in parentheses.

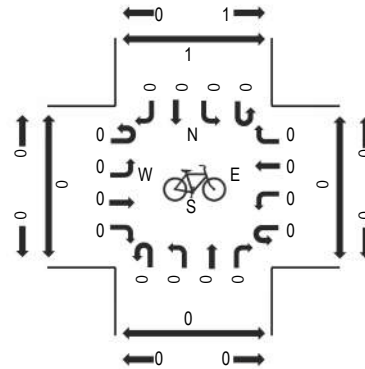
Traffic Counts - Motorized Vehicles

Interval Start Time	CAMELBACK RD Eastbound				CAMELBACK RD Westbound				BROWN AVE Northbound				BROWN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	6	230	0	0	1	129	0	0	5	0	2	0	0	0	4	378	1,519	0	1	3	0
4:15 PM	0	2	223	0	0	0	136	0	0	5	0	3	0	1	0	4	374	1,567	0	0	4	0
4:30 PM	0	6	247	0	1	0	144	0	0	1	0	5	0	1	0	3	408	1,642	0	1	4	0
4:45 PM	0	9	201	0	0	0	135	1	0	4	0	5	0	0	0	4	359	1,609	0	0	0	0
5:00 PM	0	6	270	1	0	0	140	1	0	1	0	1	0	1	0	5	426	1,588	0	1	8	1
5:15 PM	0	2	260	0	0	0	178	1	0	2	0	4	0	0	0	2	449		0	1	0	0
5:30 PM	0	5	215	0	0	0	149	1	0	1	0	2	0	0	0	2	375		0	0	4	1
5:45 PM	0	7	176	1	0	0	144	0	0	3	1	3	0	0	0	3	338		0	0	3	2
Count Total	1	43	1,822	2	1	1	1,155	4	0	22	1	25	0	3	0	27	3,107		0	4	26	4
Peak Hour	0	23	978	1	1	0	597	3	0	8	0	15	0	2	0	14	1,642		0	3	12	1

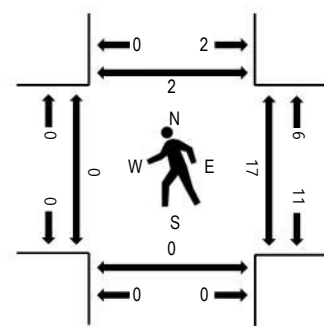
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHOEMAN LN Eastbound				SHOEMAN LN Westbound				SCOTTSDALE RD Northbound				SCOTTSDALE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	14	0	0	223	1	1	1	174	0	414	1,740	0	2	0	3
4:15 PM	0	0	0	0	0	0	0	11	0	0	215	0	1	0	198	0	425	1,817	0	3	0	0
4:30 PM	0	0	0	0	0	0	0	16	0	0	240	3	2	4	200	0	465	1,887	0	3	0	2
4:45 PM	0	0	0	0	0	0	0	6	0	0	220	0	2	1	207	0	436	1,879	0	6	0	0
5:00 PM	0	0	0	0	0	0	0	11	0	0	255	3	2	2	218	0	491	1,821	0	3	0	0
5:15 PM	0	0	0	0	0	0	0	12	0	0	227	0	1	2	253	0	495		0	5	0	0
5:30 PM	0	0	0	0	0	0	0	7	0	0	219	2	4	1	224	0	457		0	1	0	0
5:45 PM	0	0	0	0	0	0	0	10	0	0	180	1	3	2	182	0	378		0	3	0	0
Count Total	0	0	0	0	0	0	0	87	0	0	1,779	10	16	13	1,656	0	3,561		0	26	0	5
Peak Hour	0	0	0	0	0	0	0	45	0	0	942	6	7	9	878	0	1,887		0	17	0	2



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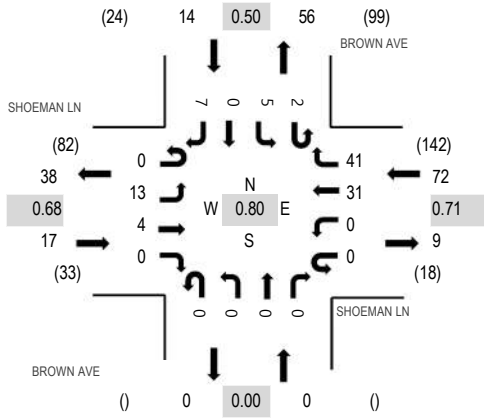
Location: 4 BROWN AVE & SHOEMAN LN PM

Date: Tuesday, June 13, 2023

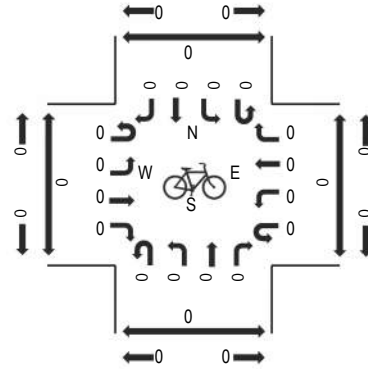
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

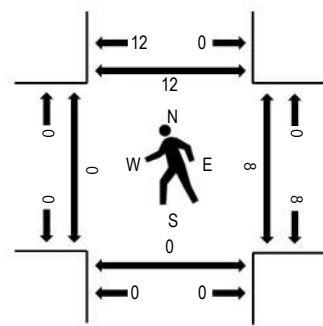
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHOEMAN LN Eastbound				SHOEMAN LN Westbound				BROWN AVE Northbound				BROWN AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	2	0	0	0	11	11	0	0	0	0	0	0	0	2	27	96	0	1	0	0
4:15 PM	0	3	0	0	0	0	8	11	0	0	0	0	0	1	0	2	25	101	0	0	0	2
4:30 PM	0	6	1	0	0	0	13	5	0	0	0	0	0	2	0	2	29	100	0	0	0	1
4:45 PM	0	1	2	0	0	0	6	5	0	0	0	0	0	1	0	0	15	96	0	2	0	5
5:00 PM	0	4	2	0	0	0	11	15	0	0	0	0	0	0	0	0	32	103	0	2	0	0
5:15 PM	0	3	0	0	0	0	8	9	0	0	0	0	1	1	0	2	24		0	5	0	5
5:30 PM	0	3	2	0	0	0	5	8	0	0	0	0	1	4	0	2	25		0	1	0	7
5:45 PM	0	3	0	0	0	0	7	9	0	0	0	0	0	0	0	3	22		0	0	0	0
Count Total	0	24	9	0	0	0	69	73	0	0	0	0	2	9	0	13	199		0	11	0	20
Peak Hour	0	13	4	0	0	0	31	41	0	0	0	0	2	5	0	7	103		0	8	0	12



All Traffic Data Services

SITE 1_E - CAMELBACK RD EAST OF SCOTTSDALE RD

Time	EB	WB	Total
6/13/2023	30	8	38
6/13/2023 12:15:00 AM	16	16	32
6/13/2023 12:30:00 AM	17	10	27
6/13/2023 12:45:00 AM	16	11	27
6/13/2023 1:00:00 AM	9	7	16
6/13/2023 1:15:00 AM	6	9	15
6/13/2023 1:30:00 AM	16	6	22
6/13/2023 1:45:00 AM	5	10	15
6/13/2023 2:00:00 AM	7	14	21
6/13/2023 2:15:00 AM	7	10	17
6/13/2023 2:30:00 AM	3	4	7
6/13/2023 2:45:00 AM	8	5	13
6/13/2023 3:00:00 AM	8	3	11
6/13/2023 3:15:00 AM	10	3	13
6/13/2023 3:30:00 AM	2	2	4
6/13/2023 3:45:00 AM	5	11	16
6/13/2023 4:00:00 AM	7	6	13
6/13/2023 4:15:00 AM	4	10	14
6/13/2023 4:30:00 AM	15	13	28
6/13/2023 4:45:00 AM	16	14	30
6/13/2023 5:00:00 AM	20	22	42
6/13/2023 5:15:00 AM	32	22	54
6/13/2023 5:30:00 AM	20	29	49
6/13/2023 5:45:00 AM	38	50	88
6/13/2023 6:00:00 AM	36	54	90
6/13/2023 6:15:00 AM	21	62	83
6/13/2023 6:30:00 AM	47	65	112
6/13/2023 6:45:00 AM	66	107	173
6/13/2023 7:00:00 AM	62	95	157
6/13/2023 7:15:00 AM	79	127	206
6/13/2023 7:30:00 AM	75	174	249
6/13/2023 7:45:00 AM	89	167	256
6/13/2023 8:00:00 AM	81	149	230
6/13/2023 8:15:00 AM	88	166	254
6/13/2023 8:30:00 AM	104	146	250
6/13/2023 8:45:00 AM	94	194	288
6/13/2023 9:00:00 AM	112	143	255
6/13/2023 9:15:00 AM	123	136	259
6/13/2023 9:30:00 AM	110	137	247
6/13/2023 9:45:00 AM	82	127	209
6/13/2023 10:00:00 AM	114	138	252
6/13/2023 10:15:00 AM	122	123	245
6/13/2023 10:30:00 AM	131	126	257
6/13/2023 10:45:00 AM	123	137	260
6/13/2023 11:00:00 AM	141	153	294
6/13/2023 11:15:00 AM	148	146	294
6/13/2023 11:30:00 AM	162	152	314
6/13/2023 11:45:00 AM	194	154	348
Total	2,721	3,473	6,194
Percentage	43.9%	56.1%	
Peak Hour	11:00 AM	7:30 AM	11:00 AM
Volume	645	656	1,250
PHF	0.831	0.943	0.898



All Traffic Data Services

SITE 1_E - CAMELBACK RD EAST OF SCOTTSDALE RD

Time	EB	WB	Total
6/13/2023 12:00:00 PM	157	145	302
6/13/2023 12:15:00 PM	170	134	304
6/13/2023 12:30:00 PM	136	152	288
6/13/2023 12:45:00 PM	164	155	319
6/13/2023 1:00:00 PM	169	148	317
6/13/2023 1:15:00 PM	189	139	328
6/13/2023 1:30:00 PM	183	132	315
6/13/2023 1:45:00 PM	170	139	309
6/13/2023 2:00:00 PM	183	151	334
6/13/2023 2:15:00 PM	180	100	280
6/13/2023 2:30:00 PM	168	149	317
6/13/2023 2:45:00 PM	156	139	295
6/13/2023 3:00:00 PM	203	115	318
6/13/2023 3:15:00 PM	202	124	326
6/13/2023 3:30:00 PM	207	148	355
6/13/2023 3:45:00 PM	202	136	338
6/13/2023 4:00:00 PM	222	149	371
6/13/2023 4:15:00 PM	220	135	355
6/13/2023 4:30:00 PM	233	155	388
6/13/2023 4:45:00 PM	212	134	346
6/13/2023 5:00:00 PM	261	147	408
6/13/2023 5:15:00 PM	248	169	417
6/13/2023 5:30:00 PM	209	156	365
6/13/2023 5:45:00 PM	173	145	318
6/13/2023 6:00:00 PM	200	113	313
6/13/2023 6:15:00 PM	174	111	285
6/13/2023 6:30:00 PM	191	120	311
6/13/2023 6:45:00 PM	163	95	258
6/13/2023 7:00:00 PM	171	97	268
6/13/2023 7:15:00 PM	132	78	210
6/13/2023 7:30:00 PM	149	101	250
6/13/2023 7:45:00 PM	122	84	206
6/13/2023 8:00:00 PM	134	62	196
6/13/2023 8:15:00 PM	114	67	181
6/13/2023 8:30:00 PM	125	79	204
6/13/2023 8:45:00 PM	131	47	178
6/13/2023 9:00:00 PM	150	55	205
6/13/2023 9:15:00 PM	117	42	159
6/13/2023 9:30:00 PM	103	45	148
6/13/2023 9:45:00 PM	95	41	136
6/13/2023 10:00:00 PM	96	33	129
6/13/2023 10:15:00 PM	65	33	98
6/13/2023 10:30:00 PM	59	33	92
6/13/2023 10:45:00 PM	44	24	68
6/13/2023 11:00:00 PM	55	31	86
6/13/2023 11:15:00 PM	46	25	71
6/13/2023 11:30:00 PM	32	18	50
6/13/2023 11:45:00 PM	20	19	39
Total	7,305	4,849	12,154
Percentage	60.1%	39.9%	
Peak Hour	4:30 PM	5:00 PM	4:30 PM
Volume	954	617	1,559
PHF	0.914	0.913	0.935
Grand Total	10,026	8,322	18,348
Percentage	54.6%	45.4%	



All Traffic Data Services

SITE 1_S - SCOTTSDALE RD SOUTH OF CAMELBACK RD

Time	NB	SB	Total
6/13/2023	31	27	58
6/13/2023 12:15:00 AM	27	19	46
6/13/2023 12:30:00 AM	27	17	44
6/13/2023 12:45:00 AM	20	13	33
6/13/2023 1:00:00 AM	16	11	27
6/13/2023 1:15:00 AM	17	9	26
6/13/2023 1:30:00 AM	19	7	26
6/13/2023 1:45:00 AM	14	8	22
6/13/2023 2:00:00 AM	13	17	30
6/13/2023 2:15:00 AM	13	4	17
6/13/2023 2:30:00 AM	13	8	21
6/13/2023 2:45:00 AM	15	3	18
6/13/2023 3:00:00 AM	12	5	17
6/13/2023 3:15:00 AM	12	4	16
6/13/2023 3:30:00 AM	10	9	19
6/13/2023 3:45:00 AM	16	5	21
6/13/2023 4:00:00 AM	12	8	20
6/13/2023 4:15:00 AM	4	4	8
6/13/2023 4:30:00 AM	17	8	25
6/13/2023 4:45:00 AM	35	12	47
6/13/2023 5:00:00 AM	38	15	53
6/13/2023 5:15:00 AM	57	25	82
6/13/2023 5:30:00 AM	53	28	81
6/13/2023 5:45:00 AM	58	30	88
6/13/2023 6:00:00 AM	64	17	81
6/13/2023 6:15:00 AM	71	41	112
6/13/2023 6:30:00 AM	73	61	134
6/13/2023 6:45:00 AM	103	87	190
6/13/2023 7:00:00 AM	107	87	194
6/13/2023 7:15:00 AM	142	95	237
6/13/2023 7:30:00 AM	170	95	265
6/13/2023 7:45:00 AM	169	123	292
6/13/2023 8:00:00 AM	174	112	286
6/13/2023 8:15:00 AM	194	123	317
6/13/2023 8:30:00 AM	159	132	291
6/13/2023 8:45:00 AM	187	132	319
6/13/2023 9:00:00 AM	152	138	290
6/13/2023 9:15:00 AM	154	121	275
6/13/2023 9:30:00 AM	141	129	270
6/13/2023 9:45:00 AM	146	147	293
6/13/2023 10:00:00 AM	162	152	314
6/13/2023 10:15:00 AM	177	120	297
6/13/2023 10:30:00 AM	171	146	317
6/13/2023 10:45:00 AM	193	150	343
6/13/2023 11:00:00 AM	186	155	341
6/13/2023 11:15:00 AM	229	172	401
6/13/2023 11:30:00 AM	221	188	409
6/13/2023 11:45:00 AM	250	187	437
Total	4,344	3,206	7,550
Percentage	57.5%	42.5%	
Peak Hour	11:00 AM	11:00 AM	11:00 AM
Volume	886	702	1,588
PHF	0.886	0.934	0.908



All Traffic Data Services

SITE 1_S - SCOTTSDALE RD SOUTH OF CAMELBACK RD

Time	NB	SB	Total
6/13/2023 12:00:00 PM	229	184	413
6/13/2023 12:15:00 PM	231	171	402
6/13/2023 12:30:00 PM	220	191	411
6/13/2023 12:45:00 PM	257	189	446
6/13/2023 1:00:00 PM	218	190	408
6/13/2023 1:15:00 PM	219	196	415
6/13/2023 1:30:00 PM	243	192	435
6/13/2023 1:45:00 PM	212	174	386
6/13/2023 2:00:00 PM	226	191	417
6/13/2023 2:15:00 PM	233	183	416
6/13/2023 2:30:00 PM	218	211	429
6/13/2023 2:45:00 PM	199	194	393
6/13/2023 3:00:00 PM	215	182	397
6/13/2023 3:15:00 PM	191	178	369
6/13/2023 3:30:00 PM	208	168	376
6/13/2023 3:45:00 PM	234	184	418
6/13/2023 4:00:00 PM	235	176	411
6/13/2023 4:15:00 PM	236	199	435
6/13/2023 4:30:00 PM	236	206	442
6/13/2023 4:45:00 PM	244	210	454
6/13/2023 5:00:00 PM	243	222	465
6/13/2023 5:15:00 PM	260	256	516
6/13/2023 5:30:00 PM	220	229	449
6/13/2023 5:45:00 PM	193	187	380
6/13/2023 6:00:00 PM	193	202	395
6/13/2023 6:15:00 PM	208	177	385
6/13/2023 6:30:00 PM	176	157	333
6/13/2023 6:45:00 PM	202	169	371
6/13/2023 7:00:00 PM	178	175	353
6/13/2023 7:15:00 PM	173	140	313
6/13/2023 7:30:00 PM	178	142	320
6/13/2023 7:45:00 PM	179	139	318
6/13/2023 8:00:00 PM	138	157	295
6/13/2023 8:15:00 PM	141	134	275
6/13/2023 8:30:00 PM	121	134	255
6/13/2023 8:45:00 PM	127	106	233
6/13/2023 9:00:00 PM	129	110	239
6/13/2023 9:15:00 PM	128	106	234
6/13/2023 9:30:00 PM	91	80	171
6/13/2023 9:45:00 PM	111	63	174
6/13/2023 10:00:00 PM	109	85	194
6/13/2023 10:15:00 PM	117	67	184
6/13/2023 10:30:00 PM	69	64	133
6/13/2023 10:45:00 PM	59	47	106
6/13/2023 11:00:00 PM	58	57	115
6/13/2023 11:15:00 PM	50	42	92
6/13/2023 11:30:00 PM	40	28	68
6/13/2023 11:45:00 PM	34	26	60
Total	8,429	7,270	15,699
Percentage	53.7%	46.3%	
Peak Hour	4:30 PM	4:45 PM	4:45 PM
Volume	983	917	1,884
PHF	0.945	0.896	0.913
Grand Total	12,773	10,476	23,249
Percentage	54.9%	45.1%	



Appendix D – Signal Timing

SCOTTSDALE & CAMELBACK			System # 59
BASIC TIMING PLAN	Section #	I.P. Address MM1-5-1	Date Designed
		172.17.10.59	12/20/2016

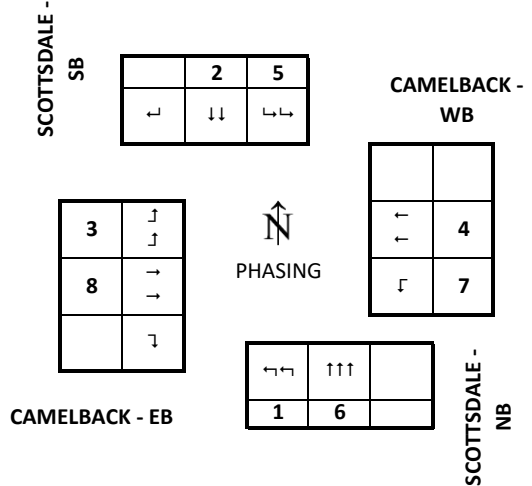
Phase	1	2	3	4	5	6	7	8
Movement	NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
NOTES	PROT		PROT		PROT		PROT	
MIN GRN	5	10	5	7	5	10	5	7
BK MGRN								
CS MGRN								
DLY GRN								
WALK		7		7		7		7
WALK2								
WLK MAX								
PED CLR/FDW		23		31		24		25
PD CLR2								
PC MAX								
PED CO								
VEH EXT	2	2	2	2	2	2	2	2
VH EXT2								
MAX 1	20	50	20	50	20	50	20	50
MAX 2	35	65	40	65	35	65	40	65
MAX 3								
DYM MAX								
DYM STP								
YELLOW	3	4.4	3.3	4	3.6	3.6	3.3	4
RED CLR	2	1.0	2	1.5	2	1.4	2	1.5
RED MAX								
RED RVT	2	2	2	2	2	2	2	2
ACT B4								
SEC/ACT								
MAX INT								
TIME B4								
CARS WT								
STPTDUC								
TTREDUC								
MIN GAP								
LOCK DET								
VEH RECALL		X				X		
PED RECALL								
MAX RECALL								
SOFT RECALL								
NO REST								
ADD INIT CAL								

TIMING PLAN - MM-2-1

RECALLS - MM-2-8

NOTES

4" Delayed Green for NB/SB walk.



PHASING SEQUENCES									
TOD: MORNING									
R1	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
R2	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
Use Timing plan:									
TOD: MIDDAY									
R1	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
R2	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
Use Timing plan:									
TOD: EVENING									
R1	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
R2	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
Use Timing plan:									
TOD: WEEKEND									
R1	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
R2	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
Use Timing plan:									
FREE									
R1	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
R2	<table border="1"><tr><td>2</td><td>1</td><td>3</td><td>4</td></tr><tr><td>5</td><td>6</td><td>8</td><td>7</td></tr></table>	2	1	3	4	5	6	8	7
2	1	3	4						
5	6	8	7						
Use Timing plan: 254									

EXPIRES XX/XX/XXXX

SCOTTSDALE & CAMELBACK									System #	59	
COORDINATOR						Section #			Date Updated		
						0			12/20/2016		
	PHASE	1	2	3	4	5	6	7	8		
	FDW		23		31		24		25		
	YELLOW	3	4.4	3.3	4	3.6	3.6	3.3	4		
	ALL RED	2	1	2	1.5	2	1.4	2	1.5		
	WALK		23		31		24		25		
PLAN 1 AM PLAN OPERATIVE TIMES	R1	2	↓	1	↶	3	↑	4	←	COORD PATTERN	OFFSET
	R2	5	↷	6	↑	8	→	7	↵	Balanced	99
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	18	42	16	44	20	40	14	46	Target Cycle Length	
	COORD		X				X			120	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	13.0	36.6	10.7	38.5	14.4	35.0	8.7	40.5	120	
PLAN 4 MIDDAY PLAN OPERATIVE TIMES	R1	2	↓	1	↶	3	↑	4	←	COORD PATTERN	OFFSET
	R2	5	↷	6	↑	8	→	7	↵	Balanced	86
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	22	37	17	44	20	39	14	47	Target Cycle Length	
	COORD		X				X			120	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	###	###	###	###	###	###	8.7	###	120	
PLAN 7 PM PLAN OPERATIVE TIMES	R1	2	↓	1	↶	3	↑	4	←	COORD PATTERN	OFFSET
	R2	5	↷	6	↑	8	→	7	↵	Balanced	40
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	23	38	19	40	25	36	16	43	Target Cycle Length	
	COORD		X				X			120	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	###	###	###	###	###	###	###	###	120	
PLAN 10 MIDNIGHT PLAN OPERATIVE TIMES	R1	2	↓	1	↶	3	↑	4	←	COORD PATTERN	OFFSET
	R2	5	↷	6	↑	8	→	7	↵	Balanced	5
		RING 1				RING 2					
	PHASE	1	2	3	4	5	6	7	8		
	SPLIT	17	33	15	25	15	35	14	26	Target Cycle Length	
	COORD		X				X			90	
	RECALLS		V				V			Actual Cycle Length	
	GREEN	###	###	9.7	###	9.4	###	8.7	###	90	



Appendix E – Existing Capacity Analysis

1: Scottsdale Road & Camelback Road

06/22/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	122	238	91	51	498	124	123	566	45	95	371	82
Future Volume (veh/h)	122	238	91	51	498	124	123	566	45	95	371	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	259	99	55	541	135	134	615	49	103	403	89
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	190	366	163	319	646	160	810	2374	188	158	1084	483
Arrive On Green	0.05	0.10	0.10	0.18	0.23	0.23	0.23	0.49	0.49	0.05	0.31	0.31
Sat Flow, veh/h	3456	3554	1585	1781	2820	701	3456	4824	381	3456	3554	1585
Grp Volume(v), veh/h	133	259	99	55	340	336	134	433	231	103	403	89
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1744	1728	1702	1802	1728	1777	1585
Q Serve(g_s), s	4.5	8.5	7.2	3.1	21.9	22.1	3.7	8.9	9.0	3.5	10.7	3.9
Cycle Q Clear(g_c), s	4.5	8.5	7.2	3.1	21.9	22.1	3.7	8.9	9.0	3.5	10.7	3.9
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	190	366	163	319	407	399	810	1675	886	158	1084	483
V/C Ratio(X)	0.70	0.71	0.61	0.17	0.84	0.84	0.17	0.26	0.26	0.65	0.37	0.18
Avail Cap(c_a), veh/h	308	1199	535	319	570	560	810	1675	886	415	1084	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	52.1	51.5	41.7	44.1	44.2	36.6	17.7	17.8	56.3	32.7	19.3
Incr Delay (d2), s/veh	4.6	2.5	3.6	0.3	7.5	8.0	0.1	0.4	0.7	4.5	1.0	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	3.8	3.0	1.4	10.2	10.2	1.6	3.5	3.8	1.6	4.6	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	54.6	55.1	42.0	51.6	52.2	36.7	18.1	18.5	60.8	33.7	20.1
LnGrp LOS	E	D	E	D	D	D	D	B	B	E	C	C
Approach Vol, veh/h		491			731			798			595	
Approach Delay, s/veh		56.3			51.2			21.3			36.3	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.1	42.0	11.9	33.0	11.1	64.0	27.0	17.9				
Change Period (Y+Rc), s	5.0	5.4	* 5.3	5.5	5.6	* 5	5.5	* 5.5				
Max Green Setting (Gmax), s	13.0	36.6	* 11	38.5	14.4	* 35	8.7	* 41				
Max Q Clear Time (g_c+I1), s	5.7	12.7	6.5	24.1	5.5	11.0	5.1	10.5				
Green Ext Time (p_c), s	0.2	2.8	0.1	3.4	0.2	4.1	0.0	1.9				
Intersection Summary												
HCM 6th Ctrl Delay			39.6									
HCM 6th LOS			D									
Notes												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	370	2	0	685	6	5
Future Vol, veh/h	370	2	0	685	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	402	2	0	745	7	5

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	404	0	776
Stage 1	-	-	-	-	403
Stage 2	-	-	-	-	373
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1151	-	334
Stage 1	-	-	-	-	644
Stage 2	-	-	-	-	666
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1151	-	334
Mov Cap-2 Maneuver	-	-	-	-	334
Stage 1	-	-	-	-	644
Stage 2	-	-	-	-	666

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	1151	-
HCM Lane V/C Ratio	0.026	-	-	-	-
HCM Control Delay (s)	13.1	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑ ↘			↖ ↑↑	
Traffic Vol, veh/h	0	20	707	13	23	491
Future Vol, veh/h	0	20	707	13	23	491
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	22	768	14	25	534

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	391	0	0	782
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	519	-	-	498
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	519	-	-	498
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	519	498
HCM Lane V/C Ratio	-	-	0.042	0.05
HCM Control Delay (s)	-	-	12.2	12.6
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.1	0.2

Intersection

Int Delay, s/veh 3.1

Movement EBL EBT WBT WBR SBL SBR

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	8	17	13	7	7	8
Future Vol, veh/h	8	17	13	7	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	25	19	10	10	12

Major/Minor Major1 Major2 Minor2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	29	0	73
Stage 1	-	-	24
Stage 2	-	-	49
Critical Hdwy	4.12	-	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	2.218	-	3.518
Pot Cap-1 Maneuver	1584	-	931
Stage 1	-	-	999
Stage 2	-	-	973
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	1584	-	924
Mov Cap-2 Maneuver	-	-	924
Stage 1	-	-	991
Stage 2	-	-	973

Approach EB WB SB

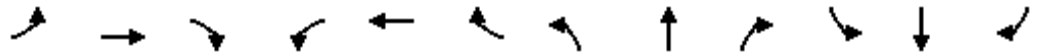
Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	988
HCM Lane V/C Ratio	0.008	-	-	-	0.023
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

1: Scottsdale Road & Camelback Road

06/22/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↔	↔	↑↑		↔↔	↑↑↔		↔↔	↑↑	↔
Traffic Volume (veh/h)	195	523	187	68	384	171	204	692	115	350	664	293
Future Volume (veh/h)	195	523	187	68	384	171	204	692	115	350	664	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	212	568	203	74	417	186	222	752	125	380	722	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	273	717	320	150	501	221	912	1788	295	446	965	431
Arrive On Green	0.08	0.20	0.20	0.08	0.21	0.21	0.26	0.40	0.40	0.13	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	1781	2399	1058	3456	4416	728	3456	3554	1585
Grp Volume(v), veh/h	212	568	203	74	308	295	222	578	299	380	722	318
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1680	1728	1702	1739	1728	1777	1585
Q Serve(g_s), s	7.2	18.2	14.1	4.8	19.9	20.2	6.1	14.6	14.8	12.9	22.3	16.9
Cycle Q Clear(g_c), s	7.2	18.2	14.1	4.8	19.9	20.2	6.1	14.6	14.8	12.9	22.3	16.9
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	273	717	320	150	371	351	912	1378	704	446	965	431
V/C Ratio(X)	0.78	0.79	0.63	0.49	0.83	0.84	0.24	0.42	0.42	0.85	0.75	0.74
Avail Cap(c_a), veh/h	395	1111	495	159	511	483	912	1378	704	559	965	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.2	45.5	43.9	52.5	45.4	45.6	34.7	25.6	25.7	51.1	39.9	23.6
Incr Delay (d2), s/veh	5.9	2.2	2.1	2.5	8.1	9.4	0.1	0.9	1.9	10.1	5.3	10.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	8.1	5.6	2.2	9.4	9.2	2.5	5.9	6.3	6.1	10.2	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	47.7	45.9	55.0	53.5	55.0	34.9	26.5	27.5	61.2	45.2	34.4
LnGrp LOS	E	D	D	D	D	E	C	C	C	E	D	C
Approach Vol, veh/h		983			677			1099			1420	
Approach Delay, s/veh		50.0			54.3			28.5			47.1	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.7	38.0	14.8	30.5	21.1	53.6	15.6	29.7				
Change Period (Y+Rc), s	5.0	5.4	* 5.3	5.5	5.6	* 5	5.5	* 5.5				
Max Green Setting (Gmax), s	18.0	32.6	* 14	34.5	19.4	* 31	10.7	* 38				
Max Q Clear Time (g_c+I1), s	8.1	24.3	9.2	22.2	14.9	16.8	6.8	20.2				
Green Ext Time (p_c), s	0.5	3.7	0.3	2.8	0.6	4.7	0.0	4.0				

Intersection Summary

HCM 6th Ctrl Delay	44.1
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑↑	↘	
Traffic Vol, veh/h	1006	1	1	614	8	15
Future Vol, veh/h	1006	1	1	614	8	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1105	1	1	675	9	16

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1106	0	1446
Stage 1	-	-	-	-	1106
Stage 2	-	-	-	-	340
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	627	-	122
Stage 1	-	-	-	-	278
Stage 2	-	-	-	-	692
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	627	-	122
Mov Cap-2 Maneuver	-	-	-	-	122
Stage 1	-	-	-	-	278
Stage 2	-	-	-	-	691

Approach	EB	WB	NB
HCM Control Delay, s	0	0	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	627	-
HCM Lane V/C Ratio	0.107	-	-	0.002	-
HCM Control Delay (s)	22	-	-	10.8	-
HCM Lane LOS	C	-	-	B	-
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↕	↗ ↘ ↕		↗ ↘	↗ ↘
Traffic Vol, veh/h	0	46	969	6	16	903
Future Vol, veh/h	0	46	969	6	16	903
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	50	1053	7	17	982

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	530	0	0	1060
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	422	-	-	366
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	-	422	-	-	366
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	366
HCM Lane V/C Ratio	-	-	0.118	0.048
HCM Control Delay (s)	-	-	14.7	15.3
HCM Lane LOS	-	-	B	C
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection

Int Delay, s/veh 1.8

Movement EBL EBT WBT WBR SBL SBRLane Configurations 

Traffic Vol, veh/h 14 5 39 35 5 4

Future Vol, veh/h 14 5 39 35 5 4

Conflicting Peds, #/hr 0 0 0 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # - 0 0 - 0 -

Grade, % - 0 0 - 0 -

Peak Hour Factor 78 78 78 78 78 78

Heavy Vehicles, % 2 2 2 2 2 2

Mvmt Flow 18 6 50 45 6 5

Major/Minor Major1 Major2 Minor2

Conflicting Flow All 95 0 - 0 115 73

Stage 1 - - - - 73 -

Stage 2 - - - - 42 -

Critical Hdwy 4.12 - - - 6.42 6.22

Critical Hdwy Stg 1 - - - - 5.42 -

Critical Hdwy Stg 2 - - - - 5.42 -

Follow-up Hdwy 2.218 - - - 3.518 3.318

Pot Cap-1 Maneuver 1499 - - - 881 989

Stage 1 - - - - 950 -

Stage 2 - - - - 980 -

Platoon blocked, % - - - -

Mov Cap-1 Maneuver 1499 - - - 870 989

Mov Cap-2 Maneuver - - - - 870 -

Stage 1 - - - - 939 -

Stage 2 - - - - 980 -

Approach EB WB SB

HCM Control Delay, s 5.5 0 9

HCM LOS A

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h) 1499 - - - 919

HCM Lane V/C Ratio 0.012 - - - 0.013

HCM Control Delay (s) 7.4 0 - - 9

HCM Lane LOS A A - - A

HCM 95th %tile Q(veh) 0 - - - 0



Appendix F – Trip Generation



11th Edition Trip Generation Calculations

222 Multifamily Housing (High-Rise) (More Than Ten Levels)																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour of Generator			Weekday			AM Peak Hour			PM Peak Hour of Generator		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (High-Rise)	222	144	Dwelling Units	4.54	50%	50%	0.27	34%	66%	0.32	56%	44%	654	327	327	39	13	26	46	26	20
Multifamily Housing (High-Rise)	222	144	Dwelling Units	3.74	50%	50%	0.09	34%	66%	0.09	56%	44%	539	270	269	13	4	9	13	7	6
Multifamily Housing (High-Rise)	222	144	Dwelling Units	6.45	50%	50%	0.67	34%	66%	0.80	56%	44%	929	465	464	96	33	63	115	64	51
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour of Generator			Weekday			AM Peak Hour			PM Peak Hour of Generator		
Multifamily Housing (High-Rise)	222	144	Dwelling Units	Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Multifamily Housing (High-Rise)	222	144	Dwelling Units	$T=3.76(X)+377.04$	50%	50%	$T=.22(X)+18.85$	34%	66%	$T=.26(X)+23.12$	56%	44%	918	459	459	51	17	34	61	34	27

Multifamily Housing (High-Rise)	Standard Deviation	0.81		0.11		0.13	
	Number of Studies	8		45		45	
	Average Size	484		372		372	
	R ²	0.97		0.64		0.67	

822 Strip Retail Plaza (<40k)																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	54.45	50%	50%	2.36	60%	40%	6.59	50%	50%	586	293	293	25	15	10	71	35	36
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	47.86	50%	50%	1.60	60%	40%	2.81	50%	50%	515	257	258	17	11	6	30	15	15
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	65.07	50%	50%	3.73	60%	40%	15.20	50%	50%	701	350	351	40	25	15	164	81	83
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Strip Retail Plaza (<40k)	822	10.8	1000 SF GLA	$T=42.20(X)+229.68$	50%	50%	$\ln(T)=0.66\ln(X)+1.84$	60%	40%	$\ln(T)=0.71\ln(X)+2.72$	50%	50%	685	342	343	31	19	12	83	42	41

Strip Retail Plaza (<40k)	Standard Deviation	7.81		0.94		2.94	
	Number of Studies	4		5		25	
	Average Size	19		18		21	
	R ²	0.96		0.57		0.56	

931 Fine Dining Restaurant																					
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
				Rate	% In	% Out	Rate	% In	% Out	Rate	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Fine Dining Restaurant	931	24.5	1000 SF GFA	83.84	50%	50%	0.73	55%	45%	7.80	67%	33%	2,056	1,028	1,028	18	10	8	191	128	63
Fine Dining Restaurant	931	24.5	1000 SF GFA	33.45	50%	50%	0.25	55%	45%	2.62	67%	33%	820	410	410	6	3	3	64	43	21
Fine Dining Restaurant	931	24.5	1000 SF GFA	139.93	50%	50%	1.60	55%	45%	18.68	67%	33%	3,431	1,716	1,715	39	21	18	458	307	151
Land Use	ITE Code	Qty	Unit	Weekday			AM Peak Hour			PM Peak Hour			Weekday			AM Peak Hour			PM Peak Hour		
Fine Dining Restaurant	931	24.5	1000 SF GFA	Equation	% In	% Out	Equation	% In	% Out	Equation	% In	% Out	Total	In	Out	Total	In	Out	Total	In	Out
Fine Dining Restaurant	931	24.5	1000 SF GFA	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Fine Dining Restaurant	Standard Deviation	40.01		0.42		4.49	
	Number of Studies	10		7		19	
	Average Size	9		10		9	
	R ²	N/A		N/A		N/A	

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	City Center			Organization:	Lokahi
Project Location:	City of Scottsdale			Performed By:	MS
Scenario Description:				Date:	11/5/2024
Analysis Year:				Checked By:	
Analysis Period:	AM Street Peak Hour			Date:	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	10,770	1000 SF GLA	25	15	10
Restaurant	931	24,518	1000 SF GLA	18	10	8
Cinema/Entertainment				0		
Residential	222	144	Units	39	13	26
Hotel				0		
All Other Land Uses ²				0		
Total				82	38	44

Table 2-A: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		1	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	82	38	44
Internal Capture Percentage	10%	11%	9%
External Vehicle-Trips ³	74	34	40
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	7%	10%
Restaurant	30%	13%
Cinema/Entertainment	N/A	N/A
Residential	0%	8%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	City Center
Analysis Period:	AM Street Peak Hour

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	15	15	1.00	10	10
Restaurant	1.00	10	10	1.00	8	8
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	13	13	1.00	26	26
Hotel	1.00	0	0	1.00	0	0

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	3		1	0	1	0
Restaurant	2	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	1	0	5	0		0
Hotel	0	0	0	0	0	

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		5	2	0	0	0
Retail	0		5	0	0	0
Restaurant	0	1		0	1	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	3	2	0		0
Hotel	0	1	1	0	0	

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	14	15	14	0	0
Restaurant	3	7	10	7	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	13	13	13	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	1	9	10	9	0	0
Restaurant	1	7	8	7	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	2	24	26	24	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 8-51 Internal Trip Capture Estimation Tool					
Project Name:	City Center			Organization:	Lokahi
Project Location:	City of Scottsdale			Performed By:	TG
Scenario Description:				Date:	11/5/2024
Analysis Year:				Checked By:	
Analysis Period:	PM Street Peak Hour			Date:	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)						
Land Use	Development Data (For Information Only)			Estimated Vehicle-Trips		
	ITE LUCs ¹	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail	822	10,770	1000 SF GLA	71	35	36
Restaurant	931	24,518	1000 SF GLA	191	128	63
Cinema/Entertainment				0		
Residential	222	272	Units	46	26	20
Hotel				0		
All Other Land Uses ²				0		
Total				308	189	119

Table 2-P: Mode Split and Vehicle Occupancy Estimates						
Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.	% Transit	% Non-Motorized	Veh. Occ.	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses ²						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		10	0	9	0
Restaurant	0	18		0	4	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	4	4	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary			
	Total	Entering	Exiting
All Person-Trips	308	189	119
Internal Capture Percentage	32%	26%	41%
External Vehicle-Trips ³	210	140	70
External Transit-Trips ⁴	0	0	0
External Non-Motorized Trips ⁴	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use		
Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	63%	53%
Restaurant	11%	35%
Cinema/Entertainment	N/A	N/A
Residential	50%	40%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Informational Report*, published by the Institute of Transportation Engineers.

²Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

³Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

⁴Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas Transportation Institute

Project Name:	City Center
Analysis Period:	PM Street Peak Hour

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends						
Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	35	35	1.00	36	36
Restaurant	1.00	128	128	1.00	63	63
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	26	26	1.00	20	20
Hotel	1.00	0	0	1.00	0	0

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	1		10	1	9	2
Restaurant	2	26		5	11	4
Cinema/Entertainment	0	0	0		0	0
Residential	1	8	4	0		1
Hotel	0	0	0	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)						
Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		3	3	0	1	0
Retail	0		37	0	12	0
Restaurant	0	18		0	4	0
Cinema/Entertainment	0	1	4		1	0
Residential	0	4	18	0		0
Hotel	0	1	6	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)						
Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	22	13	35	13	0	0
Restaurant	14	114	128	114	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	13	13	26	13	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)						
Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles ¹	Transit ²	Non-Motorized ²
Office	0	0	0	0	0	0
Retail	19	17	36	17	0	0
Restaurant	22	41	63	41	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	8	12	20	12	0	0
Hotel	0	0	0	0	0	0
All Other Land Uses ³	0	0	0	0	0	0

¹Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

²Person-Trips

³Total estimate for all other land uses at mixed-use development site-not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.



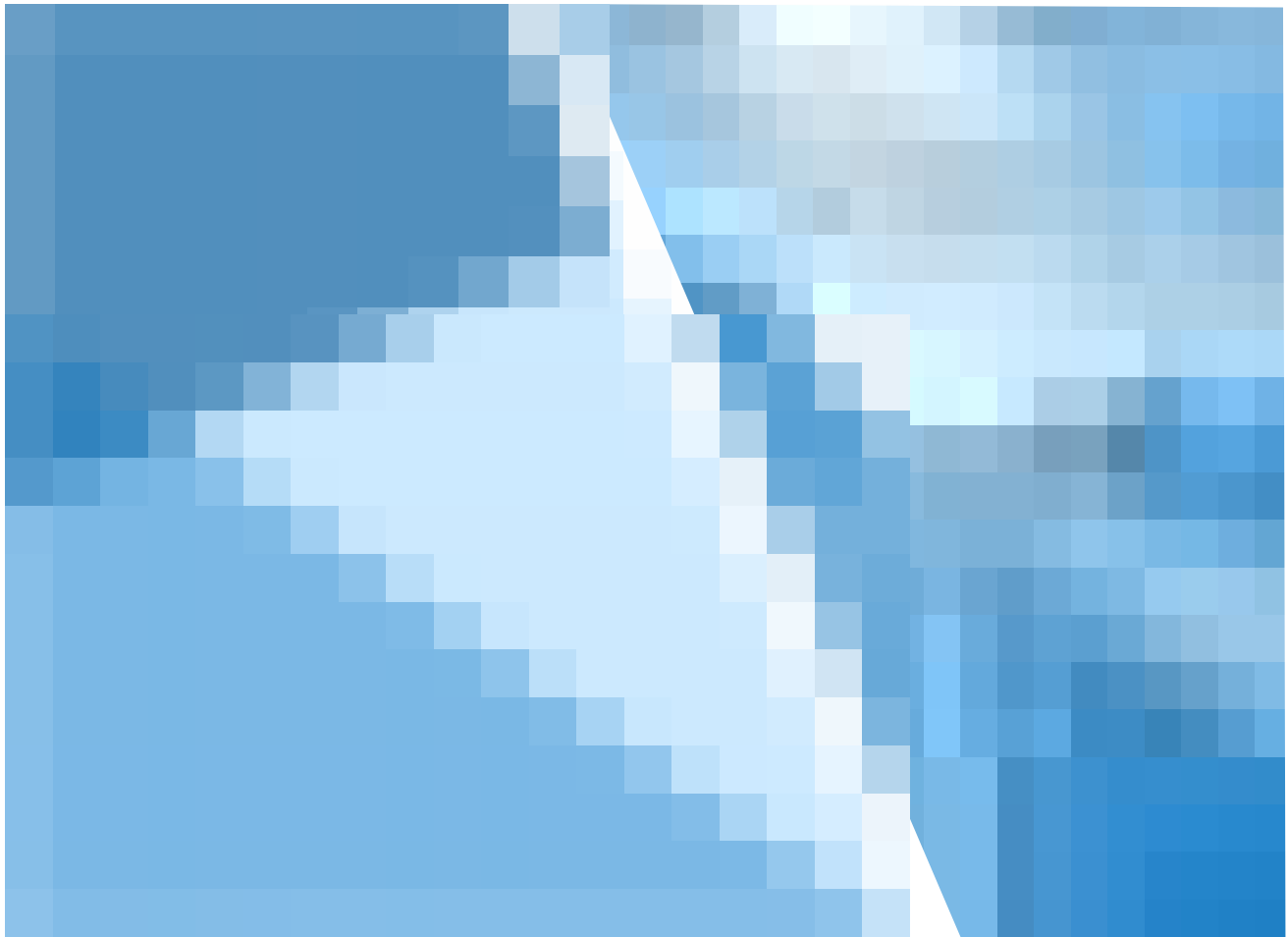
Appendix G – MAG Socioeconomic Projections

Socioeconomic Projections

Population and Employment

by Municipal Planning Area, Jurisdiction, and Regional Analysis Zone

June 2023



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Maricopa Association of Governments
Table 4: Population by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

RAZ	County	Total Population					
		2020	2022	2030	2040	2050	2060
314	Maricopa	37,654	37,656	37,924	38,208	38,245	38,273
	Total	1,665,221	1,711,842	1,867,255	2,007,781	2,101,517	2,184,554
Queen Creek MPA							
339	Maricopa	58,034	67,372	91,357	98,352	102,698	104,899
422	Pinal	9	9	355	825	1,090	1,187
423	Pinal	1,284	1,804	7,229	10,394	13,757	15,034
424	Pinal	13,374	15,505	22,063	26,173	31,897	33,784
	Total	72,701	84,690	121,004	135,744	149,442	154,904
Salt River Pima-Maricopa Native Nation MPA							
264	Maricopa	6,321	6,371	5,472	5,910	5,958	5,986
	Total	6,321	6,371	5,472	5,910	5,958	5,986
Scottsdale MPA							
209	Maricopa	12,186	12,237	13,925	14,813	15,229	15,325
210	Maricopa	5,401	5,440	10,837	13,513	14,877	15,103
229	Maricopa	20,082	20,629	25,671	27,204	27,965	28,388
230	Maricopa	32,628	33,161	38,951	42,175	50,225	52,713
247	Maricopa	12,989	13,444	14,890	14,914	15,979	16,882
248	Maricopa	35,985	36,003	36,241	36,342	36,555	36,721
249	Maricopa	21,224	21,278	21,705	21,939	21,943	21,943
263	Maricopa	34,070	34,350	35,754	36,059	36,068	36,086
272	Maricopa	67,265	68,529	77,768	79,739	82,453	84,092
	Total	241,830	245,071	275,742	286,698	301,294	307,253
Surprise MPA							
211	Maricopa	953	986	15,067	34,178	46,346	51,784
212	Maricopa	14,308	19,823	60,689	86,822	102,313	111,271
232	Maricopa	30,239	30,649	30,736	30,776	30,805	30,830
233	Maricopa	93,826	99,071	122,651	131,248	135,641	137,859
234	Maricopa	9,478	9,570	10,536	10,937	11,016	11,054
371	Maricopa	250	272	272	552	3,233	8,500
504	Maricopa	6,509	7,108	15,748	47,799	73,562	95,230
	Total	155,563	167,479	255,699	342,312	402,916	446,528

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.

Maricopa Association of Governments
Table 5: Employment by Regional Analysis Zone (RAZ) by MPA
July 1, 2020, 2022 and Projections July 1, 2030 to July 1, 2060

RAZ	County	Total Employment					
		2020	2022	2030	2040	2050	2060
314	Maricopa	16,702	17,622	18,549	19,406	20,096	20,515
	Total	881,012	933,710	1,048,469	1,148,997	1,216,694	1,272,610
Queen Creek MPA							
339	Maricopa	18,769	18,775	20,882	22,905	24,993	25,560
422	Pinal	4	5	18	10	13	11
423	Pinal	280	326	476	517	590	704
424	Pinal	2,070	3,173	9,344	11,605	14,147	16,635
	Total	21,123	22,279	30,720	35,037	39,743	42,910
Salt River Pima-Maricopa Native Nation MPA							
264	Maricopa	18,082	21,926	31,221	34,773	36,622	38,555
	Total	18,082	21,926	31,221	34,773	36,622	38,555
Scottsdale MPA							
209	Maricopa	3,854	4,258	4,520	4,853	4,881	4,978
210	Maricopa	1,852	2,177	2,806	2,964	2,828	2,879
229	Maricopa	8,991	9,983	10,644	11,234	11,838	12,116
230	Maricopa	24,226	30,040	40,253	45,792	48,592	52,914
247	Maricopa	40,070	43,073	47,056	49,429	50,982	51,973
248	Maricopa	27,590	29,183	30,553	31,792	32,545	33,294
249	Maricopa	7,249	7,269	7,709	8,171	8,457	8,756
263	Maricopa	25,146	24,848	26,470	28,396	29,378	30,168
272	Maricopa	49,943	56,279	60,496	63,828	65,484	66,914
	Total	188,921	207,110	230,507	246,459	254,985	263,992
Surprise MPA							
211	Maricopa	86	83	3,047	5,069	7,289	9,639
212	Maricopa	5,016	4,850	9,277	12,507	13,932	14,250
232	Maricopa	8,500	9,681	10,122	10,801	11,246	11,931
233	Maricopa	21,007	24,586	33,833	42,029	47,367	53,762
234	Maricopa	2,812	3,221	3,515	3,543	3,696	3,810
371	Maricopa	27	34	30	288	2,148	2,760
504	Maricopa	1,113	1,027	14,349	18,383	23,077	33,888
	Total	38,561	43,482	74,173	92,620	108,755	130,040

Notes: These projections include both the Maricopa County and Pinal County portions for Apache Junction, Queen Creek, and the Gila River Indian Community. Peoria and Wickenburg include only the Maricopa County portion. Unincorporated Pinal County only includes portions in the MAG planning area.

Source: Maricopa Association of Governments (MAG) Socioeconomic Projections of Population and Employment by Municipal Planning Area (MPA) and Regional Analysis Zone (RAZ), June 2023

For explanation of variables and complete notation on this series, please refer to the Notes and Caveats in Appendix A.

For data on jurisdictions outside of the MAG planning area, please contact Central Arizona Governments.



Appendix H – Year 2027 No Build Capacity Analysis

1: Scottsdale Road & Camelback Road

11/06/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	138	268	103	58	561	140	139	638	51	107	418	93
Future Volume (veh/h)	138	268	103	58	561	140	139	638	51	107	418	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	291	112	63	610	152	151	693	55	116	454	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	404	180	353	713	177	709	2210	174	174	1084	483
Arrive On Green	0.06	0.11	0.11	0.20	0.25	0.25	0.21	0.46	0.46	0.05	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	1781	2820	701	3456	4825	381	3456	3554	1585
Grp Volume(v), veh/h	150	291	112	63	384	378	151	488	260	116	454	101
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1744	1728	1702	1802	1728	1777	1585
Q Serve(g_s), s	5.1	9.5	8.1	3.5	24.7	24.8	4.4	10.9	11.0	4.0	12.2	4.5
Cycle Q Clear(g_c), s	5.1	9.5	8.1	3.5	24.7	24.8	4.4	10.9	11.0	4.0	12.2	4.5
Prop In Lane	1.00		1.00	1.00		0.40	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	209	404	180	353	449	441	709	1559	825	174	1084	483
V/C Ratio(X)	0.72	0.72	0.62	0.18	0.85	0.86	0.21	0.31	0.32	0.67	0.42	0.21
Avail Cap(c_a), veh/h	366	1199	535	353	570	560	709	1559	825	472	1084	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	51.3	50.7	40.0	42.7	42.8	39.6	20.6	20.6	56.0	33.2	19.1
Incr Delay (d2), s/veh	4.6	2.4	3.5	0.2	10.0	10.4	0.1	0.5	1.0	4.4	1.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.3	3.3	1.5	11.8	11.7	1.8	4.3	4.7	1.8	5.3	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	53.8	54.2	40.3	52.7	53.2	39.8	21.1	21.6	60.3	34.4	20.0
LnGrp LOS	E	D	D	D	D	D	D	C	C	E	C	C
Approach Vol, veh/h		553			825			899			671	
Approach Delay, s/veh		55.5			52.0			24.4			36.7	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.6	42.0	12.6	35.8	11.6	60.0	29.2	19.1				
Change Period (Y+Rc), s	5.0	5.4	5.3	5.5	5.6	5.0	5.5	* 5.5				
Max Green Setting (Gmax), s	11.0	36.6	12.7	38.5	16.4	31.0	10.7	* 41				
Max Q Clear Time (g_c+I1), s	6.4	14.2	7.1	26.8	6.0	13.0	5.5	11.5				
Green Ext Time (p_c), s	0.2	3.1	0.2	3.5	0.2	4.3	0.0	2.2				

Intersection Summary

HCM 7th Control Delay, s/veh	40.8
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

2: Brown Avenue & Camelback Road

11/06/2024

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	417	3	0	771	7	6
Future Vol, veh/h	417	3	0	771	7	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	3	0	838	8	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	457	0	874
Stage 1	-	-	-	-	455
Stage 2	-	-	-	-	419
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1101	-	289
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	632
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1101	-	289
Mov Cap-2 Maneuver	-	-	-	-	289
Stage 1	-	-	-	-	606
Stage 2	-	-	-	-	632

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	14.17
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	407	-	-	1101	-
HCM Lane V/C Ratio	0.035	-	-	-	-
HCM Control Delay (s/veh)	14.2	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

4: Scottsdale Road & Shoeman Lane

11/06/2024

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↕	↗ ↘ ↕		↗ ↘	↗ ↘
Traffic Vol, veh/h	0	23	796	15	26	553
Future Vol, veh/h	0	23	796	15	26	553
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	25	865	16	28	601

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	441	0	0	882
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	482	-	-	446
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	482	-	-	446
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.87		0	0.61
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	482	446
HCM Lane V/C Ratio	-	-	0.052	0.063
HCM Control Delay (s/veh)	-	-	12.9	13.6
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.2	0.2

5: Shoeman Lane & Brown Avenue

11/06/2024

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	10	20	15	8	8	10
Future Vol, veh/h	10	20	15	8	8	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	22	16	9	9	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	25	0	-	0	64 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	43 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1589	-	-	-	942 1057
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	979 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1589	-	-	-	935 1057
Mov Cap-2 Maneuver	-	-	-	-	935 -
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	979 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.43	0	8.68
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	600	-	-	-	999
HCM Lane V/C Ratio	0.007	-	-	-	0.02
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

1: Scottsdale Road & Camelback Road

11/06/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↕		↖↗	↕↕↕		↖↗	↑↑	↗
Traffic Volume (veh/h)	214	572	205	75	420	187	223	757	126	383	726	321
Future Volume (veh/h)	214	572	205	75	420	187	223	757	126	383	726	321
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	233	622	223	82	457	203	242	823	137	416	789	349
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	756	337	178	545	240	820	1605	265	497	965	431
Arrive On Green	0.09	0.21	0.21	0.10	0.23	0.23	0.24	0.36	0.36	0.14	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	1781	2399	1057	3456	4413	730	3456	3554	1585
Grp Volume(v), veh/h	233	622	223	82	337	323	242	634	326	416	789	349
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1680	1728	1702	1739	1728	1777	1585
Q Serve(g_s), s	7.9	20.0	15.5	5.2	21.7	22.0	6.9	17.5	17.6	14.1	24.9	18.7
Cycle Q Clear(g_c), s	7.9	20.0	15.5	5.2	21.7	22.0	6.9	17.5	17.6	14.1	24.9	18.7
Prop In Lane	1.00		1.00	1.00		0.63	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	300	756	337	178	404	382	820	1238	632	497	965	431
V/C Ratio(X)	0.78	0.82	0.66	0.46	0.84	0.84	0.29	0.51	0.52	0.84	0.82	0.81
Avail Cap(c_a), veh/h	567	962	429	367	555	525	820	1238	632	818	965	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	45.1	43.3	50.9	44.2	44.3	37.5	29.9	29.9	50.0	40.9	23.5
Incr Delay (d2), s/veh	4.3	4.7	2.5	1.8	7.9	9.0	0.2	1.5	3.0	4.1	7.6	15.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	9.1	6.2	2.4	10.2	9.9	2.9	7.2	7.7	6.2	11.6	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.9	49.8	45.8	52.8	52.1	53.3	37.7	31.4	32.9	54.1	48.5	38.6
LnGrp LOS	E	D	D	D	D	D	D	C	C	D	D	D
Approach Vol, veh/h		1078			742			1202			1554	
Approach Delay, s/veh		50.7			52.7			33.1			47.8	
Approach LOS		D			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	33.5	38.0	15.7	32.8	22.8	48.6	17.5	31.0				
Change Period (Y+Rc), s	5.0	5.4	5.3	5.5	5.6	5.0	5.5	* 5.5				
Max Green Setting (Gmax), s	9.0	32.6	19.7	37.5	28.4	13.0	24.7	* 33				
Max Q Clear Time (g_c+I1), s	8.9	26.9	9.9	24.0	16.1	19.6	7.2	22.0				
Green Ext Time (p_c), s	0.0	3.0	0.5	3.3	1.2	0.0	0.1	3.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			45.4									
HCM 7th LOS			D									
Notes												
User approved pedestrian interval to be less than phase max green.												
* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.												

Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	1100	2	2	671	9	17
Future Vol, veh/h	1100	2	2	671	9	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1196	2	2	729	10	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1198	0	1566
Stage 1	-	-	-	-	1197
Stage 2	-	-	-	-	369
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	578	-	102
Stage 1	-	-	-	-	249
Stage 2	-	-	-	-	670
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	578	-	102
Mov Cap-2 Maneuver	-	-	-	-	102
Stage 1	-	-	-	-	249
Stage 2	-	-	-	-	667

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.03	25.34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	-	-	578	-
HCM Lane V/C Ratio	0.138	-	-	0.004	-
HCM Control Delay (s/veh)	25.3	-	-	11.2	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↙ ↘	↗ ↘ ↙ ↘		↗ ↘	↗ ↘
Traffic Vol, veh/h	0	51	1059	7	18	987
Future Vol, veh/h	0	51	1059	7	18	987
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	55	1151	8	20	1073

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	579	0	0	1159
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	392	-	-	328
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	392	-	-	328
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.68		0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	392	328
HCM Lane V/C Ratio	-	-	0.141	0.06
HCM Control Delay (s/veh)	-	-	15.7	16.7
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.5	0.2

5: Shoeman Lane & Brown Avenue

11/06/2024

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	16	6	43	39	6	5
Future Vol, veh/h	16	6	43	39	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	7	47	42	7	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	89	0	-	0	144 68
Stage 1	-	-	-	-	68 -
Stage 2	-	-	-	-	76 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1506	-	-	-	849 995
Stage 1	-	-	-	-	955 -
Stage 2	-	-	-	-	947 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1506	-	-	-	829 995
Mov Cap-2 Maneuver	-	-	-	-	829 -
Stage 1	-	-	-	-	933 -
Stage 2	-	-	-	-	947 -

Approach	EB	WB	SB
HCM Control Delay, s/v	6.27	0	9.07
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1501	-	-	-	897
HCM Lane V/C Ratio	0.023	-	-	-	0.013
HCM Control Delay (s/veh)	7.4	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0



Appendix I – Year 2027 Build Capacity Analysis

1: Scottsdale Road & Camelback Road

02/04/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↑↑	↗	↖	↕		↖↗	↑↑↕		↖↗	↑↑	↗
Traffic Volume (veh/h)	138	273	104	66	568	148	144	644	51	111	422	93
Future Volume (veh/h)	138	273	104	66	568	148	144	644	51	111	422	93
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	150	297	113	72	617	161	157	700	55	121	459	101
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	209	411	183	357	718	187	693	2182	170	180	1084	483
Arrive On Green	0.06	0.12	0.12	0.20	0.26	0.26	0.20	0.45	0.45	0.05	0.30	0.30
Sat Flow, veh/h	3456	3554	1585	1781	2790	727	3456	4829	377	3456	3554	1585
Grp Volume(v), veh/h	150	297	113	72	393	385	157	492	263	121	459	101
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1740	1728	1702	1802	1728	1777	1585
Q Serve(g_s), s	5.1	9.7	8.1	4.0	25.3	25.4	4.6	11.1	11.2	4.1	12.4	4.5
Cycle Q Clear(g_c), s	5.1	9.7	8.1	4.0	25.3	25.4	4.6	11.1	11.2	4.1	12.4	4.5
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	209	411	183	357	457	448	693	1538	815	180	1084	483
V/C Ratio(X)	0.72	0.72	0.62	0.20	0.86	0.86	0.23	0.32	0.32	0.67	0.42	0.21
Avail Cap(c_a), veh/h	366	1199	535	357	570	558	693	1538	815	472	1084	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.4	51.2	50.5	40.0	42.5	42.5	40.2	21.1	21.1	55.9	33.3	19.1
Incr Delay (d2), s/veh	4.6	2.4	3.3	0.3	10.5	10.9	0.2	0.5	1.0	4.3	1.2	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.4	3.4	1.8	12.1	12.0	1.9	4.4	4.8	1.9	5.4	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	59.9	53.6	53.9	40.2	53.0	53.4	40.3	21.6	22.2	60.2	34.5	20.0
LnGrp LOS	E	D	D	D	D	D	D	C	C	E	C	C
Approach Vol, veh/h		560			850			912			681	
Approach Delay, s/veh		55.4			52.1			25.0			36.9	
Approach LOS		E			D			C			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	29.1	42.0	12.6	36.4	11.8	59.2	29.6	19.4				
Change Period (Y+Rc), s	5.0	5.4	5.3	5.5	5.6	5.0	5.5	* 5.5				
Max Green Setting (Gmax), s	11.0	36.6	12.7	38.5	16.4	31.0	10.7	* 41				
Max Q Clear Time (g_c+I1), s	6.6	14.4	7.1	27.4	6.1	13.2	6.0	11.7				
Green Ext Time (p_c), s	0.2	3.1	0.2	3.5	0.2	4.3	0.0	2.2				

Intersection Summary												
HCM 7th Control Delay, s/veh			41.0									
HCM 7th LOS			D									

Notes
 User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	417	12	10	771	30	12
Future Vol, veh/h	417	12	10	771	30	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	453	13	11	838	33	13

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	466	0	894
Stage 1	-	-	-	-	453
Stage 2	-	-	-	-	441
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	1091	-	281
Stage 1	-	-	-	-	607
Stage 2	-	-	-	-	616
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1091	-	278
Mov Cap-2 Maneuver	-	-	-	-	278
Stage 1	-	-	-	-	607
Stage 2	-	-	-	-	610

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.11	17.21
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	340	-	-	1091	-
HCM Lane V/C Ratio	0.134	-	-	0.01	-
HCM Control Delay (s/veh)	17.2	-	-	8.3	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

3: Brown Avenue & Driveway A

02/04/2025

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	15	6	8	33	27	10
Future Vol, veh/h	15	6	8	33	27	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	9	36	29	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	88	35	40	0	0
Stage 1	35	-	-	-	-
Stage 2	53	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	913	1038	1569	-	-
Stage 1	988	-	-	-	-
Stage 2	969	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	908	1038	1569	-	-
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	982	-	-	-	-
Stage 2	969	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.92	1.43	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	351	-	941	-	-
HCM Lane V/C Ratio	0.006	-	0.024	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

4: Scottsdale Road & Shoeman Lane

02/04/2025

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↘ ↕	↗ ↘ ↕		↗ ↘	↗ ↘
Traffic Vol, veh/h	0	34	796	25	31	561
Future Vol, veh/h	0	34	796	25	31	561
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	865	27	34	610

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	446	0	0	892
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	479	-	-	441
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	479	-	-	441
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v13.15		0	0.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	479	441
HCM Lane V/C Ratio	-	-	0.077	0.076
HCM Control Delay (s/veh)	-	-	13.2	13.8
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0.2	0.2

5: Shoeman Lane & Brown Avenue

02/04/2025

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	25	20	15	8	8	21
Future Vol, veh/h	25	20	15	8	8	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	22	16	9	9	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	25	0	-	0	97 21
Stage 1	-	-	-	-	21 -
Stage 2	-	-	-	-	76 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1589	-	-	-	903 1057
Stage 1	-	-	-	-	1002 -
Stage 2	-	-	-	-	947 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1589	-	-	-	887 1057
Mov Cap-2 Maneuver	-	-	-	-	887 -
Stage 1	-	-	-	-	985 -
Stage 2	-	-	-	-	947 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.06	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1000	-	-	-	1004
HCM Lane V/C Ratio	0.017	-	-	-	0.031
HCM Control Delay (s/veh)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

6: Brown Avenue & Driveway B

02/04/2025

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	6	8	26	23	10
Future Vol, veh/h	15	6	8	26	23	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	7	9	28	25	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	76	30	36	0	0
Stage 1	30	-	-	-	-
Stage 2	46	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	927	1044	1575	-	-
Stage 1	992	-	-	-	-
Stage 2	977	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	922	1044	1575	-	-
Mov Cap-2 Maneuver	922	-	-	-	-
Stage 1	987	-	-	-	-
Stage 2	977	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.87	1.72	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	424	-	954	-	-
HCM Lane V/C Ratio	0.006	-	0.024	-	-
HCM Control Delay (s/veh)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	
Traffic Vol, veh/h	0	4	0	0	0	0
Future Vol, veh/h	0	4	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	0	0	0

Major/Minor	Minor2	Major1	Major2		
Conflicting Flow All	-	1	-	0	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	1083	0	-	-
Stage 1	0	-	0	-	-
Stage 2	0	-	0	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	-	1083	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.34	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 1083	-
HCM Lane V/C Ratio	- 0.004	-
HCM Control Delay (s/veh)	- 8.3	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-

1: Scottsdale Road & Camelback Road

02/04/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↑↑	↖	↖	↑↑		↖↗	↑↑↖		↖↗	↑↑	↖
Traffic Volume (veh/h)	220	616	217	93	442	203	237	788	130	418	772	330
Future Volume (veh/h)	220	616	217	93	442	203	237	788	130	418	772	330
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	239	670	236	101	480	221	258	857	141	454	839	359
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	307	800	357	180	566	259	773	1498	245	535	965	431
Arrive On Green	0.09	0.22	0.22	0.10	0.24	0.24	0.22	0.34	0.34	0.15	0.27	0.27
Sat Flow, veh/h	3456	3554	1585	1781	2368	1084	3456	4421	723	3456	3554	1585
Grp Volume(v), veh/h	239	670	236	101	359	342	258	659	339	454	839	359
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1781	1777	1675	1728	1702	1740	1728	1777	1585
Q Serve(g_s), s	8.1	21.6	16.3	6.5	23.1	23.4	7.5	19.0	19.2	15.3	27.0	19.3
Cycle Q Clear(g_c), s	8.1	21.6	16.3	6.5	23.1	23.4	7.5	19.0	19.2	15.3	27.0	19.3
Prop In Lane	1.00		1.00	1.00		0.65	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	307	800	357	180	425	401	773	1154	590	535	965	431
V/C Ratio(X)	0.78	0.84	0.66	0.56	0.85	0.85	0.33	0.57	0.58	0.85	0.87	0.83
Avail Cap(c_a), veh/h	567	962	429	367	555	524	773	1154	590	818	965	431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	44.4	42.3	51.4	43.5	43.6	39.1	32.5	32.6	49.3	41.7	23.5
Incr Delay (d2), s/veh	4.3	5.7	2.9	2.7	9.2	10.3	0.3	2.1	4.0	5.3	10.5	17.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	9.9	6.5	3.0	11.0	10.6	3.2	8.0	8.5	6.9	12.9	9.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	57.8	50.1	45.2	54.1	52.7	53.9	39.3	34.6	36.6	54.6	52.2	40.6
LnGrp LOS	E	D	D	D	D	D	D	C	D	D	D	D
Approach Vol, veh/h		1145			802			1256			1652	
Approach Delay, s/veh		50.7			53.4			36.1			50.3	
Approach LOS		D			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	31.9	38.0	15.9	34.2	24.2	45.7	17.6	32.5				
Change Period (Y+Rc), s	5.0	5.4	5.3	5.5	5.6	5.0	5.5	* 5.5				
Max Green Setting (Gmax), s	9.0	32.6	19.7	37.5	28.4	13.0	24.7	* 33				
Max Q Clear Time (g_c+I1), s	9.5	29.0	10.1	25.4	17.3	21.2	8.5	23.6				
Green Ext Time (p_c), s	0.0	2.2	0.5	3.3	1.3	0.0	0.2	3.4				

Intersection Summary

HCM 7th Control Delay, s/veh	47.2
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 * HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

2: Brown Avenue & Camelback Road

02/04/2025

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑
Traffic Vol, veh/h	1133	53	24	692	45	35
Future Vol, veh/h	1133	53	24	692	45	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1232	58	26	752	49	38

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1289	0	1660
Stage 1	-	-	-	-	1232
Stage 2	-	-	-	-	428
Critical Hdwy	-	-	4.14	-	6.84
Critical Hdwy Stg 1	-	-	-	-	5.84
Critical Hdwy Stg 2	-	-	-	-	5.84
Follow-up Hdwy	-	-	2.22	-	3.52
Pot Cap-1 Maneuver	-	-	534	-	88
Stage 1	-	-	-	-	239
Stage 2	-	-	-	-	625
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	534	-	84
Mov Cap-2 Maneuver	-	-	-	-	84
Stage 1	-	-	-	-	239
Stage 2	-	-	-	-	594

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.41	76.33
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	130	-	-	534	-
HCM Lane V/C Ratio	0.67	-	-	0.049	-
HCM Control Delay (s/veh)	76.3	-	-	12.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.6	-	-	0.2	-

3: Brown Avenue & Driveway A

02/04/2025

Intersection						
Int Delay, s/veh	3.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	53	16	33	53	11	73
Future Vol, veh/h	53	16	33	53	11	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	58	17	36	58	12	79

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	181	52	91	0	0
Stage 1	52	-	-	-	-
Stage 2	129	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	808	1016	1504	-	-
Stage 1	971	-	-	-	-
Stage 2	897	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	789	1016	1504	-	-
Mov Cap-2 Maneuver	789	-	-	-	-
Stage 1	947	-	-	-	-
Stage 2	897	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.76	2.86	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	691	-	832	-	-
HCM Lane V/C Ratio	0.024	-	0.09	-	-
HCM Control Delay (s/veh)	7.5	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

4: Scottsdale Road & Shoeman Lane

02/04/2025

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗ ↑↑↑	↗ ↑↑↑		↘ ↑↑	↘ ↑↑
Traffic Vol, veh/h	0	68	1091	43	49	1033
Future Vol, veh/h	0	68	1091	43	49	1033
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	120	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	1186	47	53	1123

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	616	0	0	1233
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	5.34
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	3.12
Pot Cap-1 Maneuver	0	371	-	-	302
Stage 1	0	-	-	-	-
Stage 2	0	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	-	371	-	-	302
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	17.09	0	0.88
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	371	302
HCM Lane V/C Ratio	-	-	0.199	0.177
HCM Control Delay (s/veh)	-	-	17.1	19.5
HCM Lane LOS	-	-	C	C
HCM 95th %tile Q(veh)	-	-	0.7	0.6

5: Shoeman Lane & Brown Avenue

02/04/2025

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	82	6	44	40	6	21
Future Vol, veh/h	82	6	44	40	6	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	89	7	48	43	7	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	91	0	-	0	254 70
Stage 1	-	-	-	-	70 -
Stage 2	-	-	-	-	185 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1504	-	-	-	734 993
Stage 1	-	-	-	-	953 -
Stage 2	-	-	-	-	847 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1504	-	-	-	691 993
Mov Cap-2 Maneuver	-	-	-	-	691 -
Stage 1	-	-	-	-	897 -
Stage 2	-	-	-	-	847 -

Approach	EB	WB	SB
HCM Control Delay, s/v	7.03	0	9.11
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1498	-	-	-	905
HCM Lane V/C Ratio	0.059	-	-	-	0.032
HCM Control Delay (s/veh)	7.5	0	-	-	9.1
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

6: Brown Avenue & Driveway B

02/04/2025

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	8	8	27	19	37
Future Vol, veh/h	27	8	8	27	19	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	9	9	29	21	40

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	88	41	61	0	0
Stage 1	41	-	-	-	-
Stage 2	47	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	913	1030	1542	-	-
Stage 1	982	-	-	-	-
Stage 2	976	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	908	1030	1542	-	-
Mov Cap-2 Maneuver	908	-	-	-	-
Stage 1	976	-	-	-	-
Stage 2	976	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.02	1.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	411	-	933	-	-
HCM Lane V/C Ratio	0.006	-	0.041	-	-
HCM Control Delay (s/veh)	7.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	6.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	
Traffic Vol, veh/h	0	4	0	0	0	0
Future Vol, veh/h	0	4	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	0	0	0	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	1	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	- 6.22	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	- 3.318	-	-
Pot Cap-1 Maneuver	0 1083	0	-
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	- 1083	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.34	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 1083	-
HCM Lane V/C Ratio	- 0.004	-
HCM Control Delay (s/veh)	- 8.3	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0	-