HEXAGON TRANSPORTATION CONSULTANTS, INC.

December 13, 2024

Mr. Nick Towstopiat
David J. Powers & Associates, Inc.
1871 The Alameda, Suite 200
San Jose, CA 95126

Re: Review of the Lane Avenue Loading Dock Safety Measures for the 749 West El Camino Real Project

Dear Mr. Towstopiat:

Hexagon Transportation Consultants, Inc. has reviewed the Lane Avenue loading dock safety measures for the 749 West El Camino Real Mixed-Used Project. The project's multi-modal transportation analysis (MTA) report, dated October 25, 2024, stated that a residential loading dock/driveway on Lane Avenue was not recommended because it would create conflict areas for children using the designated suggested route to Graham Middle School. Also, it would create visibility conflicts with cyclists, pedestrians, and vehicles using the adjacent garage entrance and sidewalk. If the loading dock were to be built on Lane Avenue, the City has identified the attached safety measures to address the issues identified in the MTA. The safety measures will help mitigate conflicts and create additional visibility for cyclists, pedestrians and vehicles. Hexagon concurs with the City recommendations.

The project's MTA recommended moving the garage gates farther into the garage to provide adequate inbound stacking space. However, subsequent to the MTA being drafted, the site plans were revised and the garage gates are no longer proposed as part of the project. Therefore, this recommendation no longer applies.

Sincerely,
HEXAGON TRANSPORTATION CONSULTANTS, INC.

Kai-Ling Kuo
Senior Associate

Attachments: Lane Avenue Loading Dock Safety Measures

749 W El Camino Real, Greystar - Lane Ave Residential Loading Dock
Summary of Safety Measures

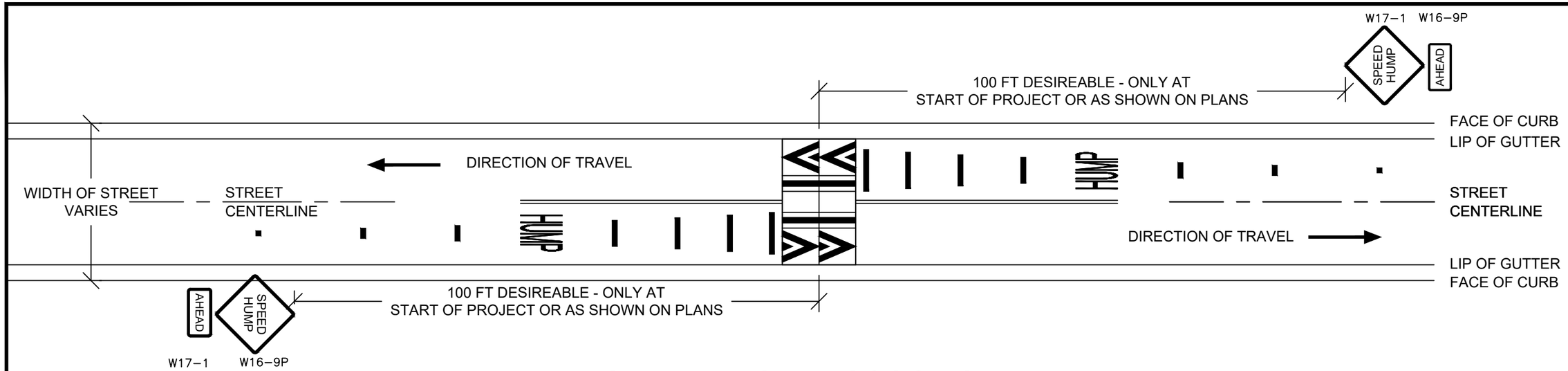
LOCATION	MEASURES	IMPLEMENTATION
Operational		
On-site	Scheduled use of loading dock by appointment only to be managed by apartment management staff.	Project COA; Prior to building permit issuance, provide Operational Plan which identifies these measures to be followed by the apartment management.
	Established blackout times corresponding to school dropoff/pickup windows when loading dock cannot be scheduled for used. Blackout times on school days: 7:30-9AM (90-min period starting with first bell) and 2-4PM (120-minute period starting with early release bell).	
	Management staff to be present on moving truck arrival to unlock loading dock door and act as flagger to guide moving trucks in/out of loading dock driveway.	
	Moving trucks required to back into loading dock fully (no parking in driveway to block sight distance safety triangle for residential garage driveway users).	
Off-site	Provide 5 years of funding to City for a school crossing guard at the Lane Ave/Alley intersection during school drop-off/pick-up times. Per year cost is $24,000.	Project COA; Funding to be collected prior to building permit issuance.
Improvements		
On-site	Add signage near/on loading dock on Lane Ave visible to the exterior, identifying restricted uses, by appointment, hours, etc.	Project COA; Show on future on-site building plans and for reference only, on off-site improvement plans.
	Add gate with arm at residential garage exit to ensure that vehicles come to a complete stop prior to entering Lane Ave.	
	Add removable bollard at mouth of loading dock driveway to maintain sight distance safety triangle for residential garage driveway users.	
Off-site	Add four speed humps along Lane Ave from El Camino Real to Graham Middle School to reduce overall vehicle speeds. See exhibit for approximate locations.	Project COA; Show on future off-site improvement plans.
	Add median island on Victor Way at Lane Ave intersection to slow vehicles down and organize traffic entering Lane Ave.	
	Remove of 1-2 parking spaces on the east side of Lane Ave., north of the Alley, for sight distance visibility.	
	Add two speed limit signs on Lane Ave. See exhibit for approximate locations.	

Lane Ave and Victor Way Improvements

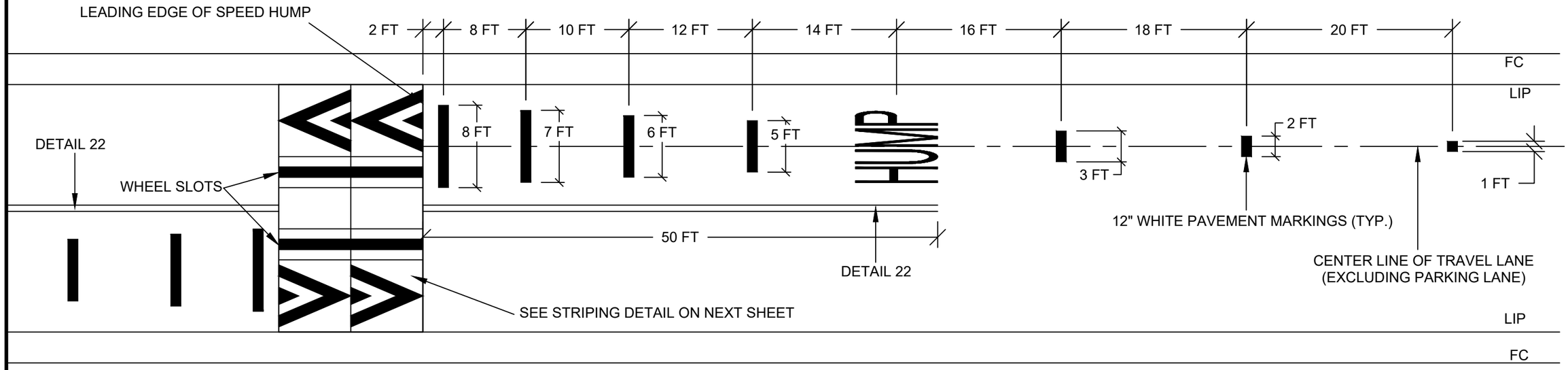
749 ECR Improvements

Legend

- 25 MPH Speed Limit Sign
- Median Island, 20'Long X2' wide
- Proposed Speed Hump



SPEED HUMP STRIPING & SIGNAGE PLAN



DETAILED SPEED HUMP STRIPING PLAN

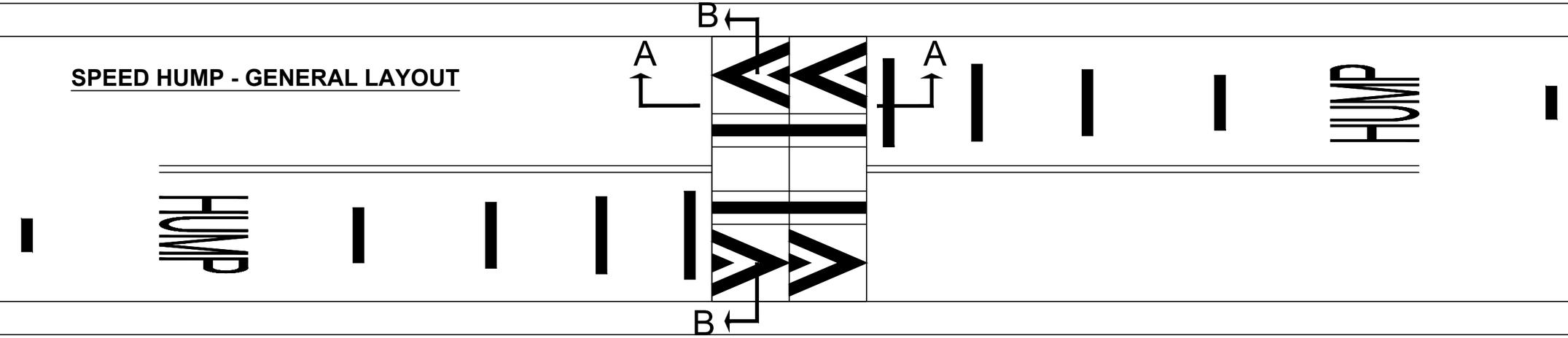
City of Mountain View

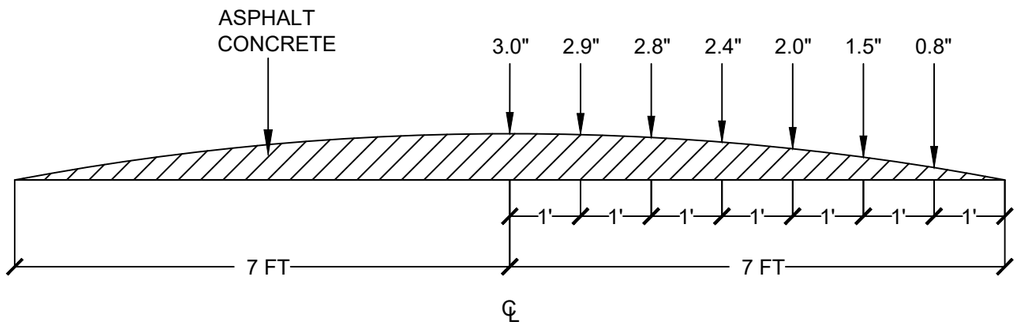
CITY OF MOUNTAIN VIEW, CALIFORNIA
PUBLIC WORKS DEPARTMENT
500 CASTRO STREET, MOUNTAIN VIEW, CA 94041

SPEED HUMP DETAILS

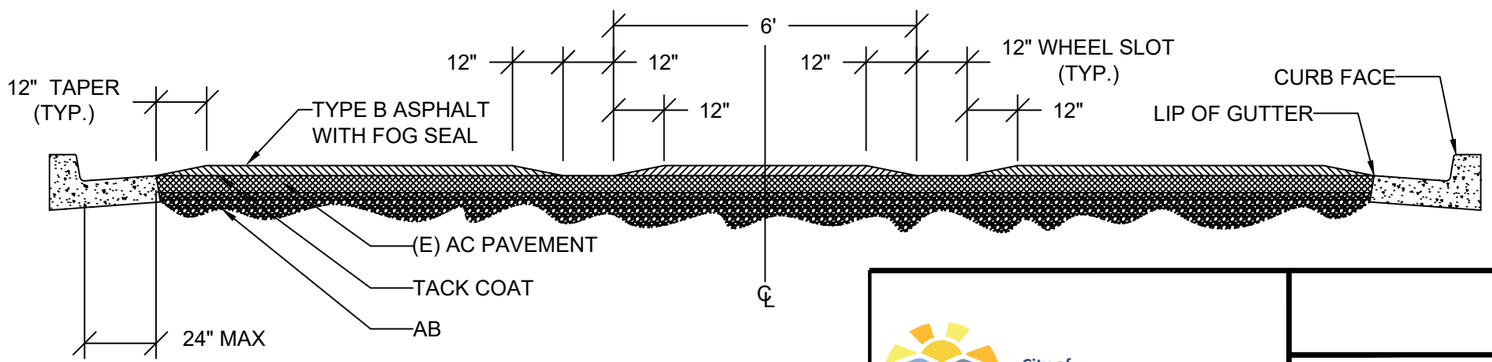
DRAWN	CHECKED	DATE	SCALE	SHEET
N. MEDESTOMAS	T. CHENG	12-09-22	NTS	1 OF 2

SPEED HUMP - GENERAL LAYOUT





SECTION A- A



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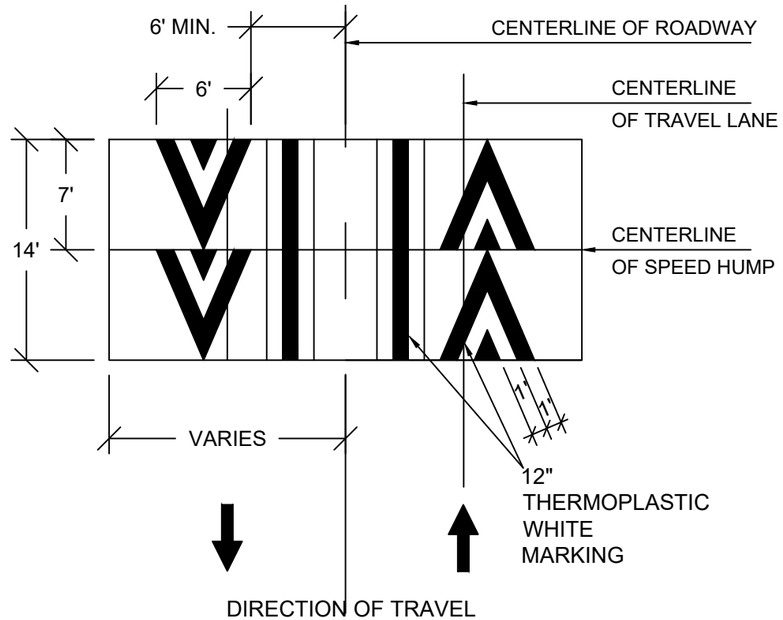

SPEED HUMP STRIPING DETAIL

City of Mountain View

CITY OF MOUNTAIN VIEW, CALIFORNIA
PUBLIC WORKS DEPARTMENT
500 CASTRO STREET, MOUNTAIN VIEW, CA 94041

SPEED HUMP DETAILS

DRAWN	CHECKED	DATE	SCALE	SHEET
N. MEDESTOMAS	T. CHENG	12-09-22	NTS	2 OF 2

HEXAGON TRANSPORTATION CONSULTANTS, INC.

749 W. El Camino Real Mixed-Use Development

Multi-Modal Transportation Analysis

Prepared for:

David J. Powers & Associates

October 25, 2024

Hexagon Transportation Consultants, Inc.
Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112
Phone: 408.971.6100
Hexagon Job Number: 22KK18
Client Name: David J. Powers & Associates, Inc.

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Executive Summary

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed mixed-use development at 749 W. El Camino Real in Mountain View, California. The project is located within the village center area of the El Camino Real Precise Plan (ECRPP) area. The site is located on the southeast corner of the El Camino Real and Castro Street intersection. The project proposes to demolish the existing Chase Bank and restaurant on-site and construct two new buildings on site: a 6-story mixed-use building with 299 apartment units and 11,500 square feet (s.f.) of ground-floor commercial uses and a two-story 11,500 s.f. replacement Chase bank. Vehicle access to the site would be provided via a right-turn only driveway on El Camino Real and a full-access driveway on Victor Way for the commercial uses and a full-access driveway on Lane Avenue for the apartments.

The MTA evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View's *MTA Handbook.* The MTA includes an analysis of the traffic operational effects of the project on the key intersections in the vicinity of the site, an evaluation of ECRPP conformance, a review of site access and on-site circulation, an evaluation of potential adverse effects on transit services and pedestrian and bicycle facilities, an evaluation of traffic effects on neighborhood streets, and a parking evaluation.

VMT Analysis

The Mountain View Vehicle Miles Traveled (VMT) Policy establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under the California Environmental Quality Act (CEQA). The project would meet the screening criteria for projects located within one-half mile of transit and therefore additional VMT analysis is not required.

The proximity to transit screening criterion was developed based on the CEQA Guidelines Section 15064.3, subdivision (b)(1), which states lead agencies generally should presume that certain projects proposed within a half mile of an existing major transit stop or an existing stop along a high-quality transit corridor will have a less-than-significant impact on VMT. The project is located within a half mile of the bus stops for VTA Routes 22 and 522 along El Camino Real, which is considered a high-quality transit corridor, and complies with the Mountain View VMT Policy.

Project Trip Estimates

Trip generation estimates for the proposed project were based on trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 11th Edition. After applying the applicable reductions and existing trip credits, the net new project trips would be 1,611 new daily trips, including 128 new trips (37 inbound and 91 outbound) during the AM peak hour and 149 new trips (87 inbound and 62 outbound) during the PM peak hour.

Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table ES-1) show that all study intersections would operate at an acceptable level of service with and without the project.

Intersection Queuing Analysis

The results of the intersection queuing analysis indicate that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left turn from El Camino Real to southbound Castro Street
- Eastbound left turn from El Camino Real to northbound SR 237

Castro Street and El Camino Real – Westbound Left Turn

The existing storage capacity for the westbound left-turn lane on El Camino Real at Castro Street is approximately 350 feet (14 vehicles). The project would add one vehicle to the PM peak-hour queue compared to the background conditions, causing the queue to exceed the storage lane by two vehicles. The small increase is not expected to affect the westbound through traffic as there are three westbound through lanes.

SR 237/Grant Road and El Camino Real – Eastbound Left Turn

The existing storage capacity for the eastbound left-turn lanes on El Camino Real at SR 237 is approximately 500 feet (20 vehicles). Field observation showed that the vehicle queues during both the AM and PM peak hours occasionally exceeded the storage lanes by 10 to 20 vehicles, and 4 to 10 vehicles required two cycles to clear the intersection. However, the through traffic was not affected because there are three eastbound through lanes. Vehicles were typically able to go around the left-turn queue to continue straight through the intersection. In addition, most vehicles in the leftmost lane approaching the intersection were typically planning to make a left turn.

The project would add four vehicles to the AM and PM peak-hour queues, causing the queue to exceed the storage lane by 22 and 23 vehicles during the AM and PM peak hours, respectively. The inner turn lane could be extended by 600 feet by modifying the existing landscaped median, which would be sufficient to accommodate the entire 95th percentile queue under background and background plus project conditions. The intersection is maintained and operated by Caltrans, and therefore projects proposed at this intersection fall under the State's jurisdiction and would move forward only with Caltrans design and approval.

Freeway Segment Capacity Analysis

The results of the freeway segment analysis show that the project is not projected to add traffic volumes representing one percent or more of the freeway capacity. Based on CMP freeway impact criteria, none of the freeway segments would be adversely affected by the project.

Pedestrian and Bicycle Operations

The project would have an adverse effect on pedestrian operations because the project is expected to add vehicle trips to nearby street segments that have a pedestrian quality of service (PQOS) score of 3 or more, including El Camino Real and Castro Street. The project would provide wider sidewalks with landscaping along the project frontages to enhance the pedestrian environment. The project would also build curb bulbouts, new crosswalks, and new ADA curb ramps along the project frontages. It is

expected these project improvements would address the project's adverse effects on pedestrian operations.

The project would create an adverse effect on bicycle operations, as the project is expected to add vehicle trips to El Camino Real, El Monte Avenue, and Shoreline Boulevard/Miramonte Avenue, which have a bicycle level of service (BLTS) of 3 or 4. The ECRPP proposes to implement buffered bike lanes on El Camino Real where the project would add vehicle trips. The project would install a buffered bike lane along the project frontage on El Camino Real, which would address the project's adverse effects.

Other Transportation Issues

Hexagon has the following recommendations resulting from the site access, circulation, and neighborhood street evaluations.

Recommendations

- The project should reduce the El Camino Real and Victor Way driveway widths to 22 feet.
- The garage gates on Victor Way and El Camino Real should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during retail business hours (typically from 6:00 AM to 9:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.
- The garage gate on Lane Avenue should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during the time period of the day when most inbound vehicle trips are likely to occur (typically from 3:00 PM to 7:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.
- The Victor Way driveways could be consolidated to one driveway, and the Lane Avenue driveways could be consolidated into two driveways.
- The loading driveway on Lane Avenue is not recommended, because it would create additional conflict areas for children using the designated suggested route to Graham Middle School. Additionally, the proposed loading driveway would create maneuver and visibility conflicts with cyclists, pedestrians, and vehicles using the adjacent garage entrance and sidewalk.
- The current design does not meet City Standard detail A-22. The project should remove obstructions including building encroachment within the pedestrian triangle of safety at each driveway to ensure compliance with City Standard detail A-22.
- The curbs along the entire project frontage on Lane Avenue should be red zone with no parking.
- The curbs on Victor Way between the project driveways and Castro Street should be red zone with no parking.
- The project should provide a turnaround space at the dead-end aisles in Levels P1 and P2 of the garage to provide adequate circulation or assign parking spaces to residents to avoid residents entering the dead-end aisle without finding a parking space.
- The project should designate some parking spaces in the ground-floor parking garage as short-term passenger loading spaces for residential and commercial uses.

- The project should design the trash staging/pick-up area to accommodate rear load garbage trucks or widen the Lane Avenue driveway to the trash staging area to 20 feet to accommodate front load garbage trucks. Turning templates have to be verified with final design and curb alignment.
- To minimize potential confusion with access and use of the Victor Way driveway for the transformer maintenance/service area, the 13-foot driveway can be designed as a rolled curb rather than a standard driveway cut.

Table ES-1
Intersection Level of Service Summary

				Existing		Background		Background+Project				Cumulative		Cumulative+Project			
ID	Intersection	LOS Standard	Peak Hour	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
1	El Monte Ave and El Camino Real*	E	AM	43.7	D	43.7	D	43.7	D	0.1	0.005	44.5	D	44.5	D	0.2	0.005
			PM	32.9	C	32.9	C	33.1	C	0.3	0.008	33.7	C	33.9	C	0.3	0.008
2	Shoreline Blvd and El Camino Real*	E	AM	50.4	D	50.6	D	50.2	D	0.5	0.001	51.8	D	51.7	D	-0.3	0.007
			PM	51.5	D	51.9	D	51.8	D	-0.2	0.005	53.5	D	53.4	D	-0.1	0.005
3	Castro St and El Camino Real*	E	AM	42.4	D	43.3	D	44.7	D	1.1	0.014	44.3	D	45.7	D	0.9	0.012
			PM	40.7	D	42.5	D	44.6	D	3.2	0.052	43.7	D	45.8	D	3.3	0.052
4	Calderon Ave and El Camino Real	D	AM	31.7	C	31.6	C	31.4	C	-0.3	0.009	32.4	C	32.2	C	-0.2	0.009
			PM	32.1	C	31.8	C	31.7	C	-0.1	0.006	32.7	C	32.6	C	0.0	0.006
5	SR 237 and El Camino Real*	E	AM	50.8	D	51.0	D	51.6	D	1.1	0.013	55.5	E	56.6	E	2.2	0.013
			PM	57.9	E	58.1	E	58.4	E	0.8	0.017	61.2	E	61.8	E	1.4	0.017
6	Castro St and Victor Way	D	AM	15.0	C	15.6	C	17.2	C	--	--	17.0	C	18.9	C	--	--
	(unsignalized)		PM	12.4	B	13.0	B	14.6	B	--	--	13.7	B	15.6	C	--	--
7	Lane Ave and El Camino Real	D	AM	13.0	B	13.1	B	14.3	B	--	--	14.0	B	15.5	C	--	--
	(unsignalized)		PM	13.4	B	13.5	B	14.6	B	--	--	14.6	B	15.9	C	--	--
8	Lane Ave and Victor Way	D	AM	9.4	A	9.4	A	9.5	A	--	--	9.5	A	9.7	A	--	--
	(unsignalized)		PM	8.8	A	8.8	A	8.9	A	--	--	8.8	A	8.9	A	--	--

Notes:
* Denotes VTA CMP intersection.
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side stop-controlled intersections.

1. Introduction

This report presents the results of the multi-modal transportation analysis (MTA) conducted for the proposed mixed-use development at 749 W. El Camino Real in Mountain View, California (see Figure 1). The approximately 3.05-acre project site is located at the southeast corner of the El Camino Real and Castro Street intersection. The project proposes to demolish the existing Chase Bank and restaurant on-site and construct two new buildings on site: a 6-story mixed-use building with 299 apartment units and 11,500 square feet (s.f.) of ground-floor commercial uses and a two-story 11,500 s.f. replacement Chase bank. Existing buildings on-site include an 18,302 s.f. Chase bank and a 1,487 s.f. restaurant that is vacant. Vehicle access to the site would be provided via a right-turn only driveway on El Camino Real and a full-access driveway on Victor Way for the commercial uses and a full-access driveway on Lane Avenue for the apartments.

The project site is located within the village center area of the El Camino Real Precise Plan (ECRPP) and is consistent with the development assumptions in the ECRPP.

Scope of Study

The purpose of the study is to evaluate potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Mountain View and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the Congestion Management Program (CMP).

The MTA was prepared based on the City's *MTA Handbook* (February 2021). The MTA includes an analysis of the traffic operational effects of the project on the key intersections and freeway segments in the project area, an evaluation of ECRPP conformance, a review of site access and on-site circulation, an evaluation of potential adverse effects on transit services and pedestrian and bicycle facilities, an evaluation of traffic effects on neighborhood streets, and a parking evaluation.

Study Intersections

The study intersections were selected in accordance with the City's *MTA Handbook*, VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014), and in consultation with Mountain View staff. The study includes those intersections that would experience a traffic increase of 10 or more peak-hour trips per lane. The study intersections are listed below and shown on Figure 1. Four study intersections are designated as CMP intersections.

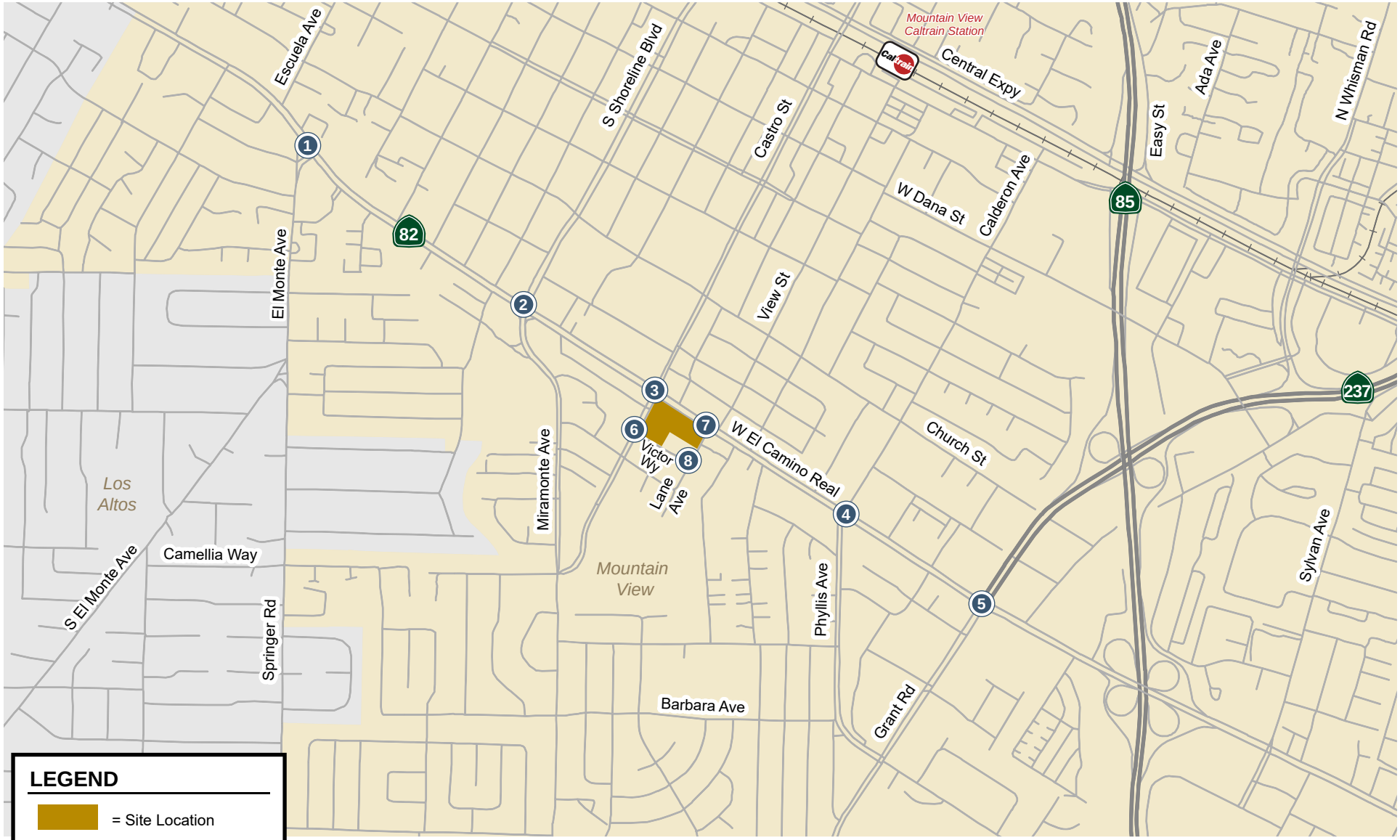

Figure 1
Site Location and Study Intersections

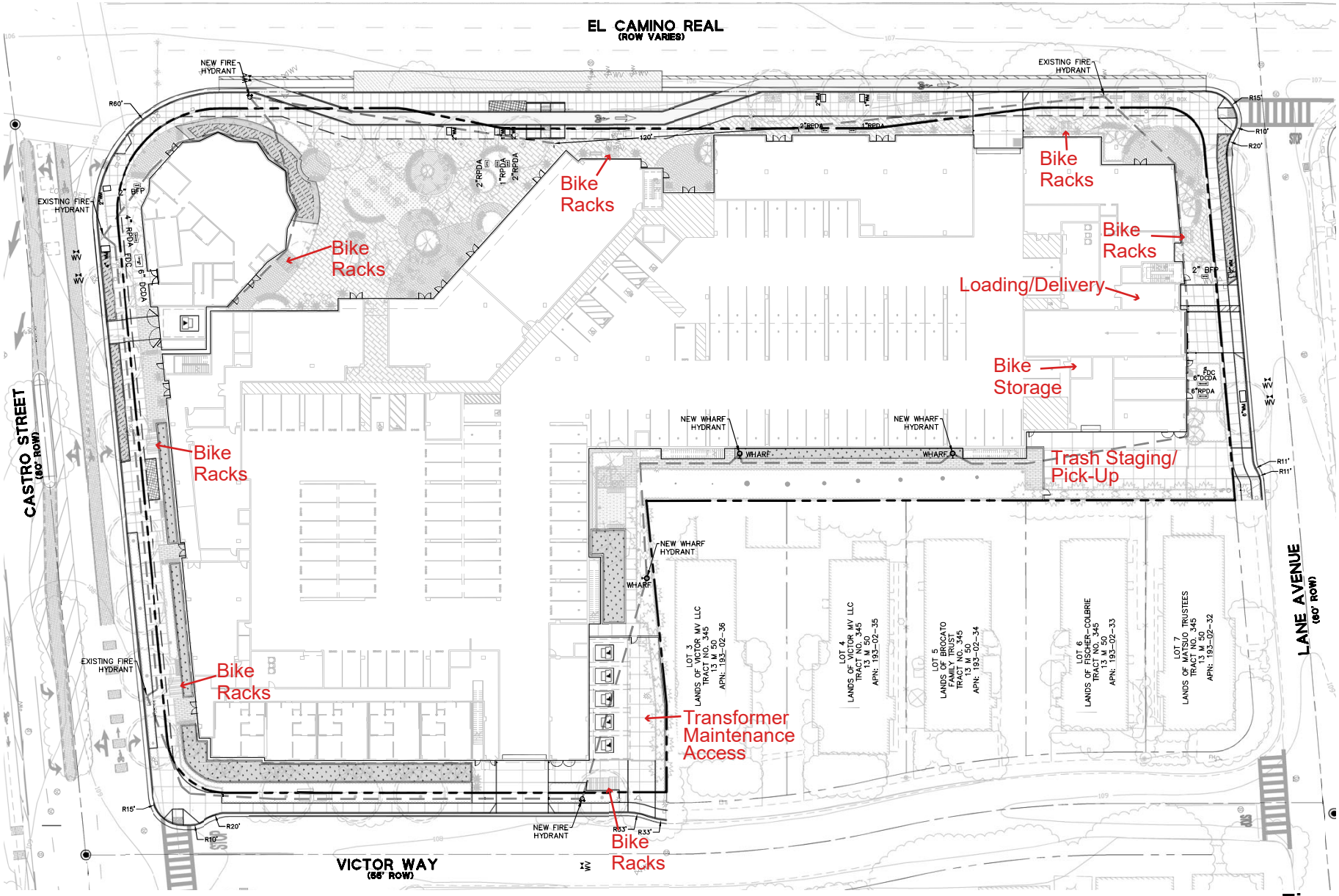

Figure 2
Proposed Site Plan

1. El Monte Avenue and El Camino Real (CMP)
2. Shoreline Boulevard-Miramonte Avenue and El Camino Real (CMP)
3. Castro Street and El Camino Real (CMP)
4. Calderon Avenue-Phyllis Avenue and El Camino Real
5. SR 237-Grant Road and El Camino Real (CMP)
6. Castro Street and Victor Way (unsignalized)
7. Lane Avenue and El Camino Real (unsignalized)
8. Lane Avenue and Victor Way (unsignalized)

Traffic conditions at the study intersections were analyzed for the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 10:00 AM, and the PM peak hour is typically between 4:00 and 7:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

Intersection traffic conditions were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from new turning-movement counts conducted in November 2022.
- ***Background Conditions*****.** Background traffic volumes were estimated by adding to existing traffic volumes the projected volumes from approved but not yet constructed developments in the vicinity of the project. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the Cities of Mountain View, Los Altos, and Sunnyvale***.***
- ***Background Plus Project Conditions.*** Background plus project traffic volumes were estimated by adding the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project adverse effects.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The cumulative no project traffic volumes were estimated by applying a compound growth factor of two percent per year for 5 years to existing traffic volumes and adding trips generated by the approved projects.
- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the project.

Study Freeway Segments

The City is required to conform to the requirements of the VTA which establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's CMP has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway segments in the vicinity of the project area following the current methodologies as outlined in the VTA *TIA Guidelines*, was completed. However, this analysis is presented for informational purposes only.

A freeway segment capacity analysis was conducted for the following freeway segments in the project vicinity for the AM and PM peak hours.

- SR 85 between Central Expressway and Fremont Avenue
- SR 237 between El Camino Real and Maude Avenue

Intersection Operations Analysis Methodology

This section presents the methods used to determine traffic conditions at the study intersections. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from new traffic counts, the Cities of Mountain View, Los Altos, and Sunnyvale, Google Earth, and field observations. The following data were collected from these sources:

- Intersection traffic volumes,
- Lane geometries,
- Signal timing and phasing, and
- A list of approved but not yet constructed developments

Intersection Level of Service Analysis Methodologies and Standards

Traffic conditions at the study intersections were evaluated using level of service (LOS). Level of service is a qualitative description of operating conditions ranging from LOS A, or free-flow conditions with little or no delay, to LOS F, or jammed conditions with excessive delays.

Signalized Intersections

For signalized intersections, the level of service method evaluates intersection operations on the basis of average control delay time for all vehicles at the intersection based on the methodology described in the *2000 Highway Capacity Manual* (HCM). Table 1 presents the level of service definitions for signalized intersections.

This study utilizes the TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology. Since TRAFFIX is approved by VTA as the level of service analysis software for CMP signalized intersections, the City of Mountain View employs the CMP default values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and intersection adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

According to the City's *MTA Handbook*, the standard for signalized intersections is LOS D, except for CMP intersections and facilities, County Expressway intersections, and intersections in the Downtown and San Antonio Center planning areas, where the standard is LOS E.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modifications in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes, delays and traffic signal warrants are evaluated to determine if the existing intersection control is appropriate.

For unsignalized intersections, level of service depends on the average delay experienced by vehicles on the stop-controlled approaches. For side street stop-controlled intersections (two-way or T-intersections), operations are defined by the average control delay experienced by vehicles entering the intersection from the stop-controlled approaches on minor streets or from left-turn approaches on major streets. The level of service is reported based on the average delay for the worst approach. For all-way stop-controlled intersections, the level of service is based on the average delay for all the intersection approaches. The level of service definitions for unsignalized intersections is shown in Table 2. This

study utilizes the TRAFFIX software to determine intersection levels of service based on the *2000 HCM* methodology for unsignalized intersections.

The City of Mountain View does not have an adopted level of service standard for unsignalized intersections. However, the City strives to maintain LOS D for unsignalized intersections.

Table 1
Signalized Intersection Level of Service Definitions Based on Average Control Delay

Level of Service	Description	Average Control Delay (seconds/vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	10.0 or less
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delays indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences.	55.1 to 80.0
F	Operations with delays unacceptable to most drivers occurring due to over-saturation, poor progression, or very long cycle lengths.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled approaches. The vehicle queuing analysis is used to determine the appropriate storage lengths for the high demand turn lanes where the project would add a substantial number of trips. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

$$P(x=n) = \frac{\lambda^n e^{-(\lambda)}}{n!}$$

Where:

P (x=n) = probability of "n" vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles, or a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced by the specific study turn movement.

Definition of Adverse Intersection Operational Effects

Adverse operational effects at signalized intersections are based on the City of Mountain View level of service standards. For the unsignalized intersections, the City of Mountain View has applied adverse effect criteria in other traffic studies even though there is no formally adopted level of service policy for unsignalized intersections.

Signalized Intersections

According to the City of Mountain View level of service standards, a development is said to create an adverse operational effect on traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for all local intersections in Mountain View and Sunnyvale and LOS E or better for CMP and expressway intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, and an increase in critical volume-to-capacity ratio (v/c) of one percent (0.01) or more when project traffic is added.

The exception to this threshold is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements is negative. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

The project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection in the City of Mountain View if for either peak hour:

1. The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F, and
2. The intersection satisfies the *California Manual of Uniform Traffic Control Devices (CA MUTCD)* peak-hour volume signal warrant.

Report Organization

This report has a total of four chapters. Chapter 2 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 3 presents the vehicle operational analysis including the method by which project traffic is estimated, the project's traffic effects on the intersection operations, a vehicle queuing analysis, and a freeway segment capacity analysis. Chapter 4 presents the analyses of other transportation-related issues, including conformance with the ECRPP, site access and on-site circulation, potential effects on bicycle, pedestrian, and transit facilities, effects on surrounding neighborhood streets, and parking.

2. Existing Transportation Conditions

This chapter describes existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional access to the project site is provided by SR 85 and SR 237. Local access to the project site is provided via El Camino Real (SR 82), El Monte Avenue, Shoreline Boulevard, Miramonte Avenue, Castro Street, Calderon/Phyllis Avenue, Lane Avenue, and Victor Way.

State Route 85 (SR 85) is a six-lane freeway in the vicinity of the project site that extends from US 101 in Mountain View to US 101 in San Jose. SR 85 provides access to the project site via SR 237 and the interchange at El Camino Real. Caltrans is solely responsible for the operation and maintenance of SR 85.

SR 237 is a four-lane to six-lane freeway that extends west from El Camino Real in Mountain View to I-880 in Milpitas. In the project vicinity, SR 237 has two mixed-flow lanes in each direction and ends at El Camino Real, transitioning into Grant Road. SR 237 provides access to the project site via El Camino Real. Caltrans is solely responsible for the operation and maintenance of SR 237.

El Camino Real (SR 82) is a six-lane arterial that extends from Santa Clara County northerly to San Mateo County. El Camino Real is oriented in an approximately east-west direction in the project vicinity. In the project vicinity, El Camino Real has a raised, landscaped median with left-turn pockets provided at some intersections. On-street parking is permitted east of Lane Avenue along the south side of El Camino Real. The speed limit is 35 miles per hour (mph). El Camino Real provides access to the site with a proposed commercial parking garage driveway. Caltrans is solely responsible for the operation and maintenance of signals and intersections along El Camino Real.

El Monte Avenue is a north-south residential collector between Elena Road/Moody Road in the south and El Camino Real in the north. El Monte Avenue continues southwesterly south of Jay Street to the City of Los Altos. El Monte Avenue has four lanes north of Jay Street with a speed limit of 35 mph. South of Jay Street, El Monte Avenue is a two-lane road with a 25-mph speed limit. Bike lanes exist along the west side south of Marich Way and along the east side of the street in the project vicinity. Sidewalks exist on both sides of the street north of University Avenue. On-street parking is prohibited along both sides of the entire street. Access to the project site would be provided via its intersection with El Camino Real. El Monte Avenue in the study area is on the suggested route to Graham Middle School and Mountain View High School.

Shoreline Boulevard is a north-south arterial that extends northward from El Camino Real (SR 82) across US 101 to Shoreline Park on the Bay side. Shoreline Boulevard is a four to six-lane roadway with a landscaped median and left-turn pockets at some intersections between El Camino Real and Stierlin Road. North of Stierlin Road, Shoreline Boulevard is a four-lane undivided roadway. Shoreline Boulevard has bike lanes and sidewalks on both sides of the street. On-street parking is prohibited on Shoreline Boulevard in the project vicinity. The speed limit is 35 mph. Access to the project site would be provided via its intersection with El Camino Real.

Miramonte Avenue is a north-south collector that extends southward from El Camino Real to Fremont Avenue. Miramonte Avenue has four lanes between El Camino Real and Amalfi Way, where it transitions into a two-lane roadway. North of Castro Street, Miramonte Way has a landscaped median. Miramonte Avenue has bike lanes on both sides of the street south of Harpster Drive. In the study area, sidewalks are present on both sides of the street. On-street parking is permitted on the west side of Miramonte Avenue south of Sonia Way and on the east side south of Harpster Drive. The speed limit is 25 mph north of Trophy Drive and 35 mph south of Trophy Drive. Miramonte Avenue provides access to the project site via its intersection with Castro Street. Miramonte Avenue in the study area is on the suggested route to Bubb Elementary School, Graham Middle School, and Mountain View High School.

Castro Street is a two-lane north-south collector street starting from Miramonte Avenue in the south and transitioning into Moffett Boulevard at Central Expressway in the north. Castro Street has a landscaped median with left-turn pockets at intersections south of El Camino Real and north of Church Street. Bike lanes are provided south of El Camino Real. There are sidewalks along both sides of the entire street in the project vicinity. On-street parking is prohibited near the project site. The speed limit is 25 mph. Castro Street currently is closed to vehicular traffic between California Street and Evelyn Avenue in the northbound direction and between Central Expressway and California Street in the southbound direction. Castro Street, between California Street and Evelyn Avenue, will be permanently closed to northbound and southbound vehicle traffic; cross-streets (at Dana and Villa Streets) will remain open to eastbound and westbound vehicle traffic. Access to the project site would be provided via its intersection with El Camino Real. Castro Street in the study area is on the suggested route to Bubb Elementary School, Graham Middle School, and Mountain View High School.

Calderon Avenue is a north-south two-lane collector between El Camino Real and Evelyn Avenue. South of El Camino Real, it becomes Phyllis Avenue. Bike lanes exist along both sides of the street for the entire length. Sidewalks exist along both sides of the street. On-street parking is prohibited along both sides of the street. The posted speed limit is 25 mph. Calderon Avenue provides access to the project site via its intersection with El Camino Real. Calderon Avenue in the study area is on the suggested route to Mountain View High School. Phyllis Avenue in the study area is on the suggested route to Bubb Elementary School, Graham Middle School, and Mountain View High School.

Lane Avenue is a two-lane north-south local street between El Camino Real and Graham Middle School. Sidewalks exist along both sides of the street. On-street parking is permitted along both sides of the street. The posted speed limit is 25 mph. Lane Avenue provides direct access to the proposed residential parking garage of the project. Lane Avenue in the study area is on the suggested route to Bubb Elementary School, Graham Middle School, and Mountain View High School.

Victor Way is a two-lane east-west local street between Castro Street and Lane Avenue. Sidewalks exist along both sides of the street. On-street parking is permitted along both sides of the street. The posted speed limit is 25 mph. Victor Way provides direct access to the proposed commercial parking garage of the project.

Existing Transit Services

Existing public transit services in the study area are provided by the VTA and the City of Mountain View. VTA operates bus services in Santa Clara County. Also, Google, partnering with Mountain View, provides free community shuttle service in the City.

The VTA bus routes and MV community shuttle routes in the project vicinity near the project site are summarized in Table 3 and shown on Figure 3.

The project site is also within one mile of the Mountain View Transit Center.

Table 3
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stops	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus Routes					
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	5:30 AM - 9:50 PM	30	California St & Hope St	2,475
Frequent Route 22	Palo Alto Transit Center - Eastridge	4:15 AM - 3:00 AM (next day)	15	Project Frontage, El Camino Real El Camino Real & Castro St	Project Frontage
Local Route 51	Moffet Field/Ames Center - West Valley College	6:00 AM - 7:20 PM	22-60	Project Frontage, Castro St	Project Frontage
Local Route 52	Foothill College - Mountain View Transit Center via El Monte	7:05 AM - 6:30 PM	30-35	El Camino Real & Castro St Castro St north of Yosemite Ave	430 (southbound) 815 (northbound)
Frequent Route 522	Palo Alto Transit Center - Eastridge	5:20 AM - 11:10 PM	15	Project Frontage, El Camino Real El Camino Real & Castro St	Project Frontage
Mountain View Community Shuttle[2]					
MVCS	Throughout Mountain View	7:00 AM - 6:55 PM	30	Project Frontage, Castro St	Project Frontage

Notes:
1. Headways during weekday peak periods as of April 2023.
2. Operated by Mountain View and Google. It provides free transportation connections between many residential neighborhoods, senior residences and services, city offices, library, park and recreational facilities, medical offices, shopping centers, and entertainment venues throughout Mountain View.

VTA Bus Service

VTA Local Routes 21, 22, 51, 52, and 522 serve the project area with bus stops in each direction along El Camino Real, Castro Street, and California Street. The bus stops closest to the project site are along the project frontages on El Camino Real and Castro Street for routes 22, 51, and 522. Routes 21, 51, and 52 also stop at the Mountain View Transit Center, approximately 0.8 mile from the site.

LEGEND

- = Site Location
- XX = Local Bus Route
- XXX = Frequent Bus Route
- 522 = Rapid Bus 522
- = Mountain View Community Shuttle
- = Light Rail: Mountain View - Alum Rock
- = Bus Stop

Figure 3
Existing Transit Services

NORTH
Not to Scale

Mountain View Community Shuttle

The Mountain View Community Shuttle provides service to many residential neighborhoods, senior residences and services, city offices, library, recreational facilities, medical offices, shopping centers, and entertainment venues in the City. The shuttle stops closest to the project site are on Castro Street along the project frontage. The MVCS also stops at the Mountain View Transit Center, approximately 0.8 mile from the site.

Mountain View Transit Center

The Mountain View Transit Center provides connections to Caltrain, VTA LRT, several VTA bus routes (Routes 21, 40, 51, and 52), MVgo shuttle routes, and the Mountain View Community Shuttle. The transit center is approximately 0.8 mile from the project site.

Caltrain Commuter Train Service

Caltrain provides frequent commuter train service between San Jose and San Francisco seven days a week, with stops at most cities in between. During the AM peak period between 7:00 and 10:00, there are six northbound trains (three limited-stop trains and three local trains) and six southbound trains (three limited-stop trains and three local trains) serving the Mountain View station. During the PM peak period between 4:00 and 7:00, there are six northbound trains (three limited-stop trains and three local trains) and six southbound trains (three limited-stop trains and three local trains) serving the Mountain View station. Bicycles are permitted on Caltrain, and there are bicycle racks and bicycle lockers available at the Mountain View Transit Center.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks, which are present along most roadways in the project vicinity, and at signalized and unsignalized intersections. Pedestrian signal heads and push buttons are present at the signalized intersections in the project vicinity. Sidewalks are present along El Camino Real, Castro Street, Victor Way, and Lane Avenue. Sidewalks are also present on virtually all other streets in the area. Crosswalks exist across Victor Way at Castro Street and Lane Avenue. The crosswalk at Castro Street and Victor Way is a high-visibility crosswalk.

Within a typical walking distance (a half mile or 10 minutes), continuous pedestrian facilities are present between the project and the surrounding land uses, including restaurants, retail shops, bus stops, and offices in the area.

Existing Bicycle Facilities

The bicycle facilities that exist within one mile of the project site (see Figure 4) include a multi-use trail (Class I bikeway), striped bike lanes (Class II bikeway), shared bike routes (Class III bikeway), and protected bike lanes (Class IV bikeway). Bike paths or multi-use trails are shared between pedestrians and bicyclists and separated from motor vehicle traffic. Bike lanes are lanes on roadways designated for use by bicycles with special lane markings, pavement legends, and signage. Bike routes are signed bike routes where bicyclists share a travel lane with motorists. Protected bike lanes are lanes on roadways that provide separation between bicyclists and vehicles through posts, parked cars, planters, etc.

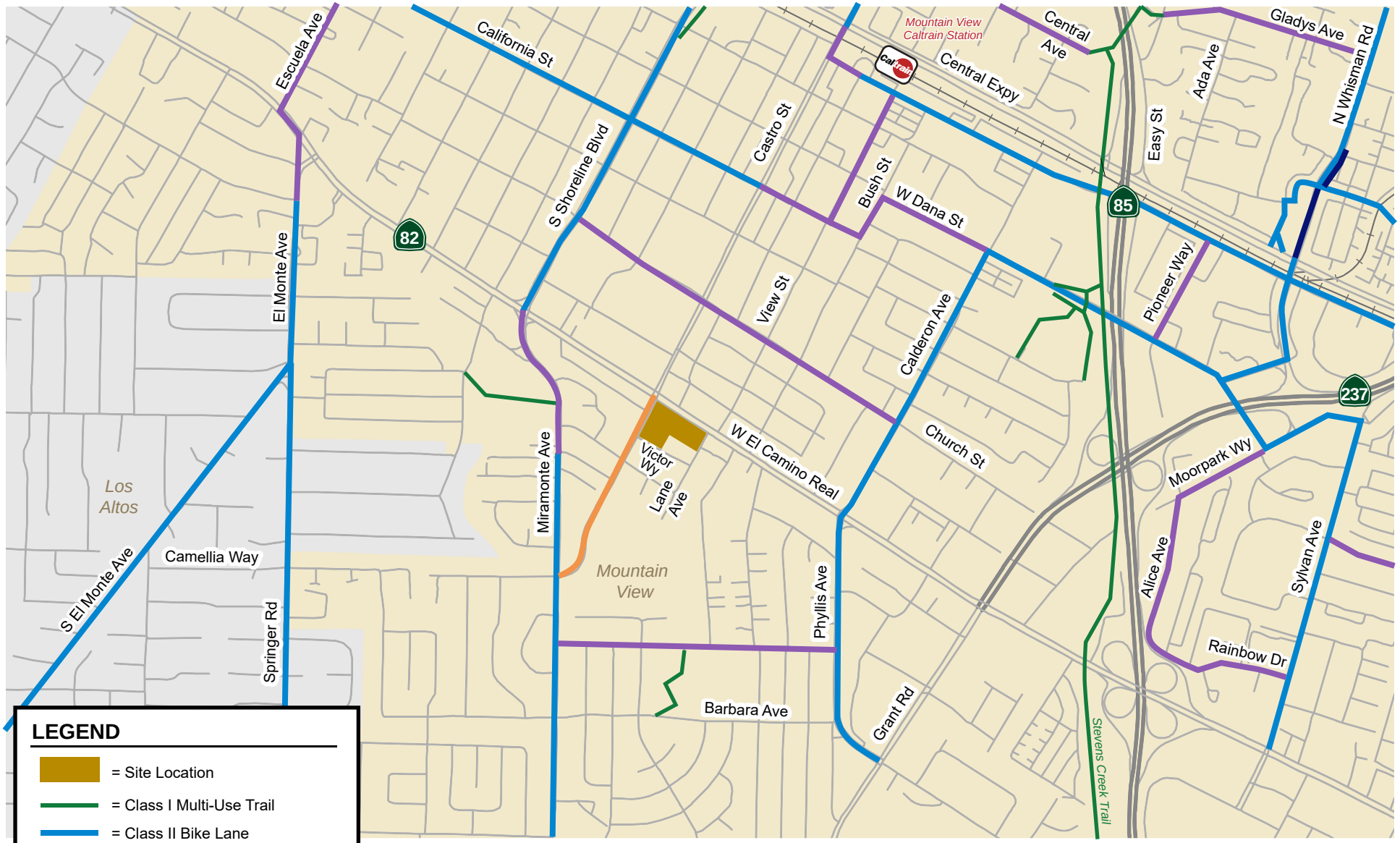

Figure 4
Existing Bicycle Facilities

HEXAGON

NORTH
Not to Scale

The Stevens Creek trail runs from the North Bayshore Area north of US 101 to Dale Avenue/Heatherstone Way in the south. The trail is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The trail includes an overcrossing at SR 237 and an underpass at El Camino Real in the project area. Access to the trail is available from El Camino Real, just west of SR 85.

Striped bike lanes are present along the following street segments:

- El Monte Avenue, south of Marich Way
- Springer Road, for the entire street
- Shoreline Boulevard, for the entire street
- Miramonte Avenue, south of Harpster Drive
- Calderon Avenue, for the entire street
- Phyllis Avenue, for the entire street
- California Street, west of Castro Street

Bike routes are typically designated with sharrows (shared-lane pavement markings), and bikes may take the travel lane. Bike routes are appropriate for low-volume streets with slow travel speeds, especially those on which motorist volumes are low enough that passing maneuvers can use the full street width; on roadways with bicycle demand but without adequate space for bike lanes; and as “gap fillers” where there are short breaks in bike lanes due to right-of-way constraints. Bike routes are indicated with signs along the following streets:

- Escuela Avenue between El Camino Real and California Street
- Miramonte Avenue north of Harpster Drive
- Hans Avenue, for the entire street
- Church Street, for the entire street

The City’s Bike Map shows El Monte Avenue north of Marich Way and El Camino Real between El Monte Avenue and Escuela Avenue are designated as existing bike routes. However, there are no signs or sharrows on either street to indicate a bike route.

Castro Street provides protected bike lanes along both sides of the street, south of El Camino Real.

Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from field observations (see Figure 5).

Existing traffic volumes were obtained from turning movement counts collected on a typical weekday November 16, 2022, between 7:00 and 10:00 AM and between 4:00 and 7:00 PM (see Figure 6). The intersection turning-movement counts conducted for this analysis are presented in Appendix A.

Existing traffic counts along eastbound El Camino Real west of Lane Avenue were also collected on November 16, 2022, for 24 hours. The counts showed that the AM peak hour was from 8:00 to 9:00 and the PM peak hour was from 4:00 to 5:00, with 1,182 and 1,348 vehicles, respectively. Field observations showed that the eastbound traffic was able to travel along El Camino Real without heavy delays during both the AM and PM peak hours. Therefore, vehicles from Lane Avenue were able to turn onto El Camino Real with little to no delay. Occasionally, a queue of 2 to 3 vehicles would form along Lane Avenue when the eastbound traffic was heavy. However, vehicles were able to find gaps once the traffic cleared.

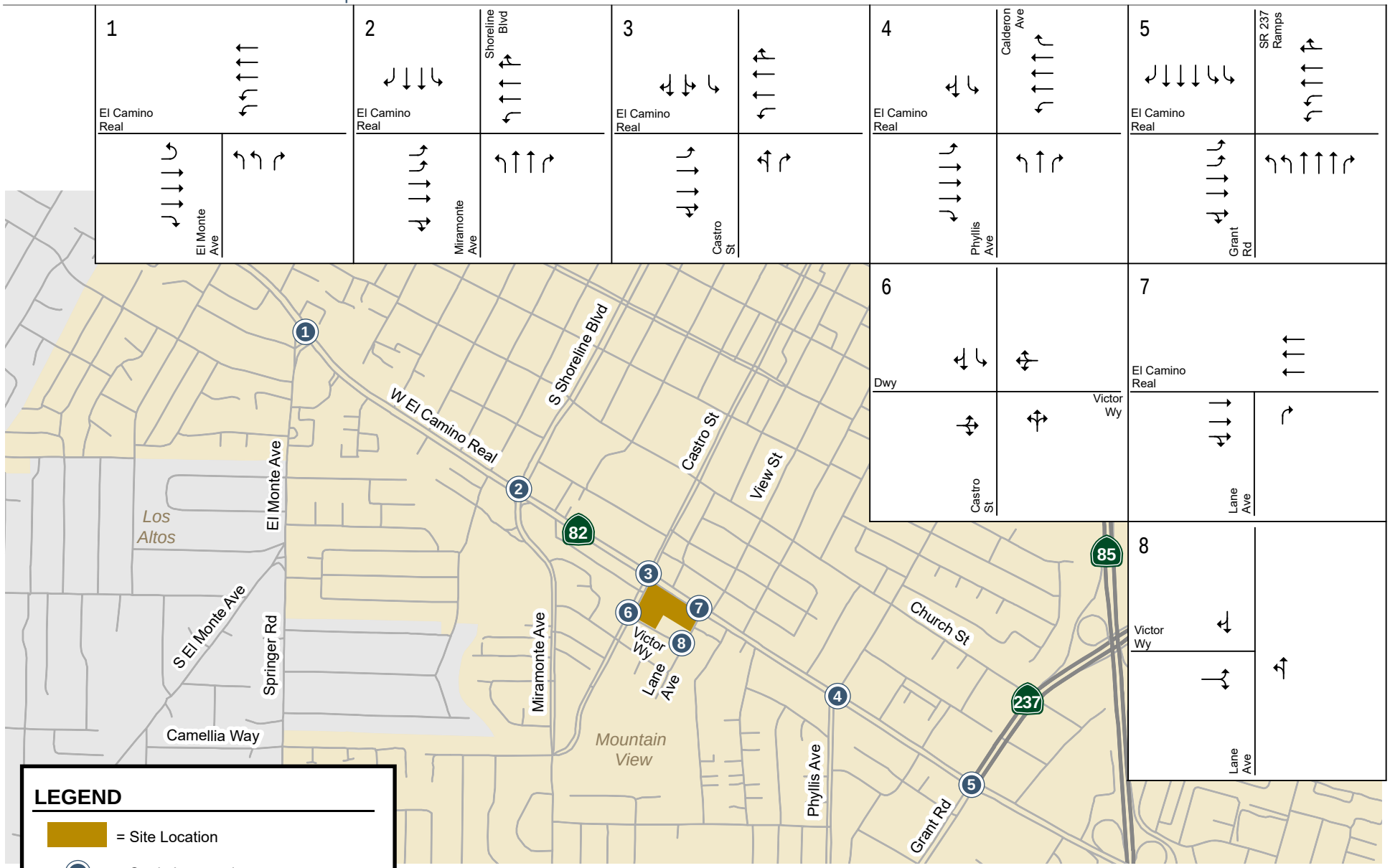

Figure 5
Existing Lane Configurations

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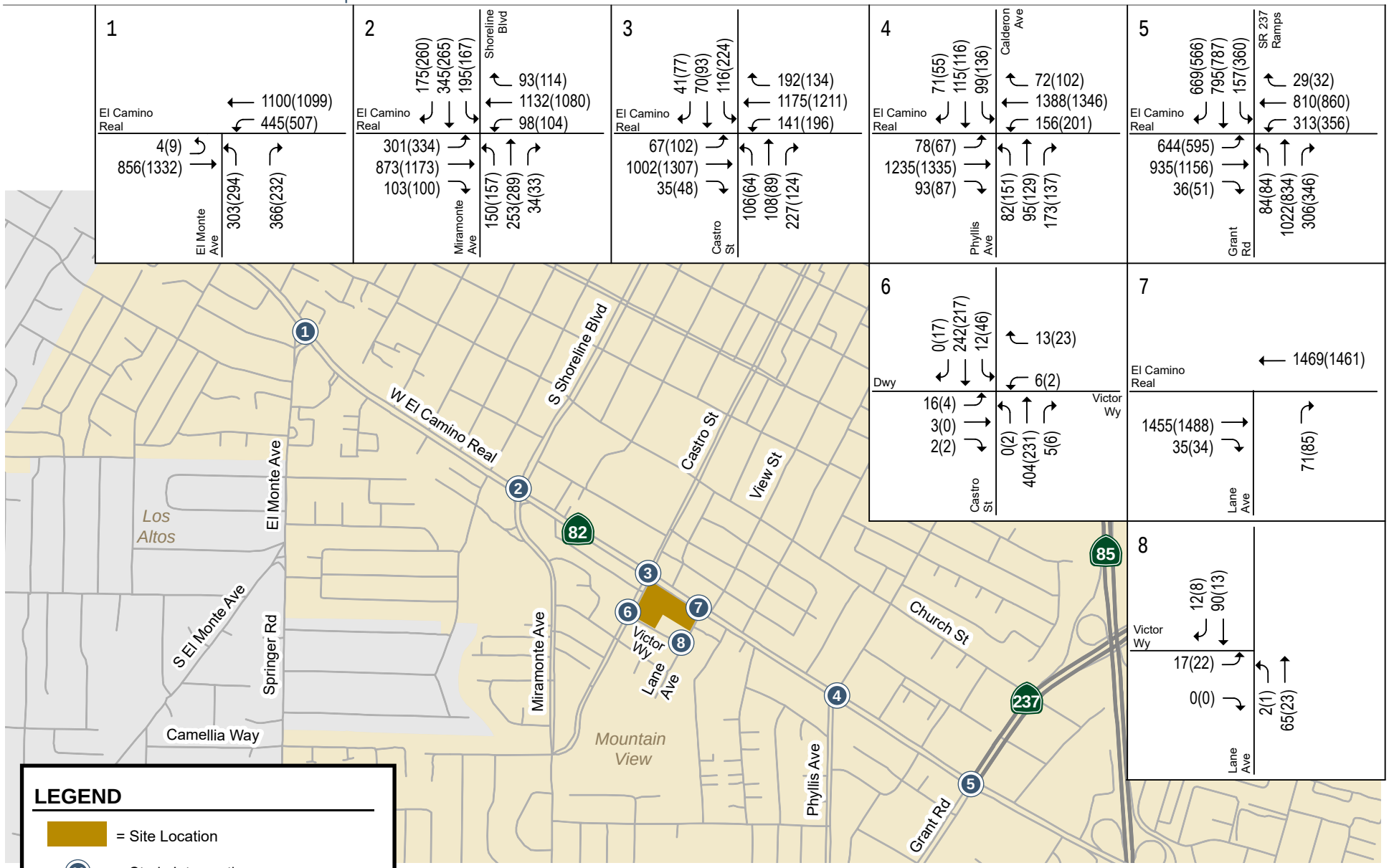


Figure 6
Existing Traffic Volumes

NORTH
Not to Scale

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all the study intersections currently are operating at acceptable levels of service (see Table 4). The intersection level of service calculation sheets for the project are included in Appendix B.

Table 4
Existing Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay[1]	Existing LOS
1	El Monte Ave and El Camino Real*	E	AM	11/16/22	43.7	D
			PM	11/16/22	32.9	C
2	Shoreline Blvd and El Camino Real*	E	AM	11/16/22	50.4	D
			PM	11/16/22	51.5	D
3	Castro St and El Camino Real*	E	AM	11/16/22	42.4	D
			PM	11/16/22	40.7	D
4	Calderon Ave and El Camino Real	D	AM	11/16/22	31.7	C
			PM	11/16/22	32.1	C
5	SR 237 and El Camino Real*	E	AM	11/16/22	50.8	D
			PM	11/16/22	57.9	E
6	Castro St and Victor Way *(unsignalized)*	D	AM	11/16/22	15.0	C
			PM	11/16/22	12.4	B
7	Lane Ave and El Camino Real *(unsignalized)*	D	AM	11/16/22	13.0	B
			PM	11/16/22	13.4	B
8	Lane Ave and Victor Way *(unsignalized)*	D	AM	11/16/22	9.4	A
			PM	11/16/22	8.8	A

Notes:
* Denotes VTA CMP intersection.
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side stop-controlled intersections.

3. Vehicle Operational Analysis

This chapter presents the vehicle traffic operational analysis including the method by which project traffic is estimated, the results of intersection level of service analysis for background, background plus project, cumulative, and cumulative plus project, any adverse effects to intersection level of service caused by the project, an intersection vehicle queuing analysis, and a freeway segment capacity analysis. A potential adverse operational effect on a study intersection and freeway segment is not considered a CEQA impact.

Project Trip Estimates

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The data are published in the Institute of Transportation Engineers' (ITE) manual entitled *Trip Generation Manual,* 11th Edition. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. Trip generation estimates for the project (see Table 5) are based on standard trip generation rates published in the ITE *Trip Generation Manual* for "Mid-Rise Multifamily Housing" (Land use 221) and "Strip Retail Plaza" (Land use 822). The "Mid-Rise Multifamily Housing" category refers to apartments and condominiums located within the same building that have between four and 10 levels. The "Strip Retail Plaza" category refers to an integrated group of commercial establishments. This category includes the trip data for retail/commercial uses less than 40,000 s.f. The trip generation estimate for the Chase Bank is based on existing driveway counts.

Trip Adjustments and Reductions

Because the project would provide residential and retail mixed-use on site, some residents would patronize the retail businesses. Per the Santa Clara Valley Transportation Authority (VTA)'s *Transportation Impact Analysis (TIA) Guidelines*, an internal trip reduction of 15% between the retail and residential uses was applied to the project. The trip reduction factor was first applied to the smaller trip generator (retail); then the same trips were subtracted from the larger trip generator (residential) to account for both trip ends.

The project is located within 2,000 feet of major bus stops that serve VTA Routes 22 and 522. A major bus stop is defined as a stop where six or more buses per hour from the same or different routes stop during the peak period. Therefore, per the VTA TIA Guidelines, a 2% transit reduction was applied to the residential use.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily Trip Rate	Daily Trips	AM Peak Hour Trip Rate	AM Peak Hour Trips In	AM Peak Hour Trips Out	AM Peak Hour Trips Total	PM Peak Hour Trip Rate	PM Peak Hour Trips In	PM Peak Hour Trips Out	PM Peak Hour Trips Total
Proposed Use											
Mid-Rise Multifamily Residential[1]	299 units	4.54	1,357	0.37	25	86	111	0.39	71	46	117
- Residential/Retail Internal Capture (15%)[3]			-94		-2	-2	-4		-6	-5	-11
- Transit Reduction (2%)[4]			-25		0	-2	-2		-1	-1	-2
Sub-Total Residential			*1,238*		*23*	*82*	*105*		*64*	*40*	*104*
Retail[2]	11.500 ksf	54.45	626	2.36	16	11	27	6.59	38	38	76
- Residential/Retail Internal Capture (15%)[3]			-94		-2	-2	-4		-5	-6	-11
- Pass-By Reduction (30%)[5]			-160		0	0	0		-10	-10	-20
Sub-Total Retail			*372*		*14*	*9*	*23*		*23*	*22*	*45*
Chase Bank[6]	11.500 ksf		399		21	16	37		40	46	86
Gross Proposed Trips			***2,009***		***58***	***107***	***165***		***127***	***108***	***235***
Existing Use											
Chase Bank[6]	18.302 ksf		399		21	16	37		40	46	86
Net Project Trips			**1,611**		**37**	**91**	**128**		**87**	**62**	**149**

Source: ITE Trip Generation Manual, 11th Edition, 2021.
1. Multifamily Housing Not Close to Rail Transit (Mid-Rise) (Land Use 221): average trip rates in trips per dwelling unit (du) are used.
2. Strip Retail Plaza (<40k) (Land Use 822): average rates in trips per 1,000 s.f. are used.
3. Residential/retail internal trip reductions were applied to the project per the 2014 Santa Clara VTA TIA Guidelines.
4. Per VTA TIA Guidelines, a transit trip reduction is applied to the project that is within 2,000 feet of a major bus stop.
5. Pass-by trip reduction is based on the maximum allowable pass-by trip reduction rate in the VTA TIA Guidelines, October 2014 for the daily and PM peak hour. Hexagon assumes no pass-by trip reduction during the AM peak hour for
6. AM and PM peak-hour trips were based on the driveway counts conducted on November 17, 2022. Daily trips were estimated based on the average ratio of ITE daily to AM and PM peak-hour trip rates for Drive-in Bank (ITE Land Use 912).

In addition, trip generation for retail uses is typically adjusted to account for pass-by trips. Pass-by trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Pass-by trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). The ITE *Trip Generation Manual* includes pass-by data for various retail land uses based on numerous surveys. For retail uses, the average pass-by rate for a shopping plaza (40,000-150,000 s.f.) is 31% during the PM peak hour. Although surveys were not conducted for strip retail plazas (less than 40,000 s.f.), the pass-by reduction is reasonable to be applied to the project site. The surveys were only conducted for the PM peak period, and it is presumed that daily trips would have the same pass-by rate. However, the VTA TIA Guidelines cap the pass-by rate at 30%, so that is the value that was used.

Existing Trip Credits

The project site is currently occupied by a Chase Bank building and a vacant restaurant. Because the Chase Bank would continue to operate in the proposed mixed-use building, vehicle trips generated by the Chase Bank were obtained from AM and PM peak-hour driveway counts conducted in November 2022. Although the square footage of the Chase Bank would be reduced from 18,302 s.f. to 11,500 s.f.,

it was assumed the new Chase Bank would generate the same number of trips as the existing bank because there would be no changes in services offered by the bank.

Net Project Trips

After applying the trip reductions and existing trip credits, the proposed project is estimated to generate 1,611 new daily trips, including 128 new trips (37 inbound and 91 outbound) during the AM peak hour and 149 new trips (87 inbound and 62 outbound) during the PM peak hour (see Table 5).

Trip Distribution and Assignment

The trip distribution for the project was estimated based on existing travel patterns on the surrounding roadway network and the locations of complementary land uses (see Figure 7). The peak-hour trips generated by the proposed project were assigned to the roadway system based on the directions of approach and departure, the roadway network connections, and the location of project driveways (see Figure 8). The residential and commercial parking garages would be separated and not connected. The commercial driveways would be provided on El Camino Real and Victor Way. The residential driveway would be provided on Lane Avenue. Although Castro Street is closed to vehicular traffic north of California Street, motor vehicle trips to/from the Downtown area are expected to use Castro Street as the connecting road between the project site and the Downtown, and the trip distribution is taking into account overall Downtown access.

El Camino Real has a raised median, so only right turns in and out are possible. Inbound project traffic traveling westbound on El Camino Real and wanting to enter the site via the El Camino Real driveway would need to either make a U-turn at Castro Street or continue southbound on Castro Street to the driveway on Victor Way. Outbound project traffic destined to westbound El Camino Real would need to make a U-turn at Bonita Avenue or use the Victor Way driveway and make a left turn from Castro Street.

Forty percent of the inbound commercial traffic traveling westbound on El Camino Real was assumed to make a left turn on Castro Street and continue to Victor Way to the project driveway. The remaining 60 percent of inbound commercial traffic was assumed to make a U-turn at Castro Street and enter the site via the El Camino Real driveway. All outbound commercial traffic traveling to the west on El Camino Real was assumed to use the Victor Way driveway and make a left turn from Castro Street to westbound El Camino Real.

All inbound residential traffic traveling westbound on El Camino Real was assumed to make a U-turn at Castro Street to access the residential driveway on Lane Avenue. Twenty-five percent of outbound residential traffic wanting to travel along westbound El Camino Real was assigned to make a U-turn at Bonita Avenue, and the remaining 75 percent was assigned to travel westbound on Victor Way and make a left turn from Castro Street to westbound El Camino Real.

Roadway Network

The lane configurations of the study intersections under background, cumulative, and project conditions would be the same as existing conditions. Although there are planned and funded transportation improvements in the study area as listed below, these improvements would not change the study intersection lane configurations, and the project would not alter the existing intersection lane configurations.

- Road diet for El Monte Avenue, approach at El Camino Real will continue to have two left turn lanes and one right turn lane.
- Road diet on Miramonte Avenue between Castro Street and Cuesta Drive

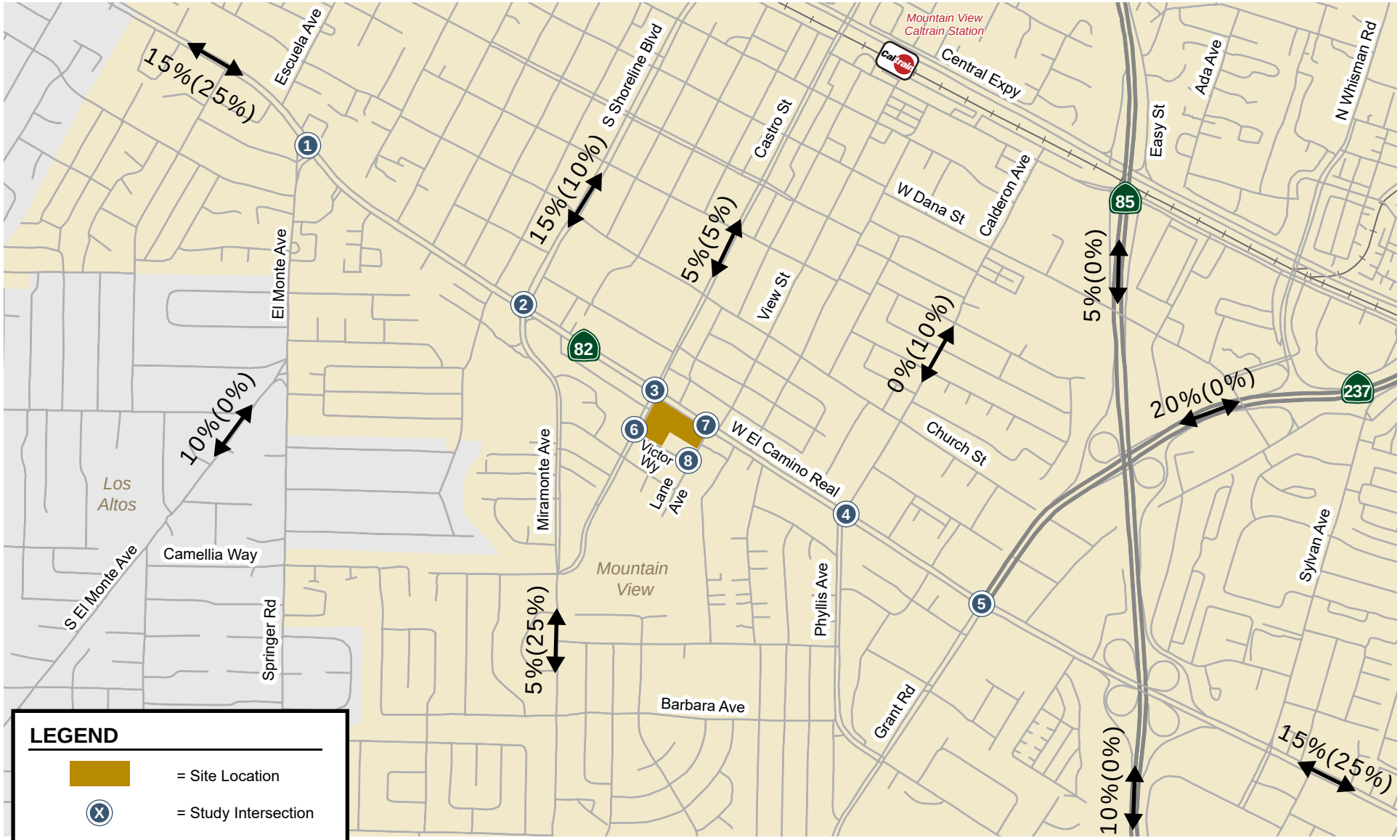


Figure 7
Project Trip Distribution

NORTH
Not to Scale

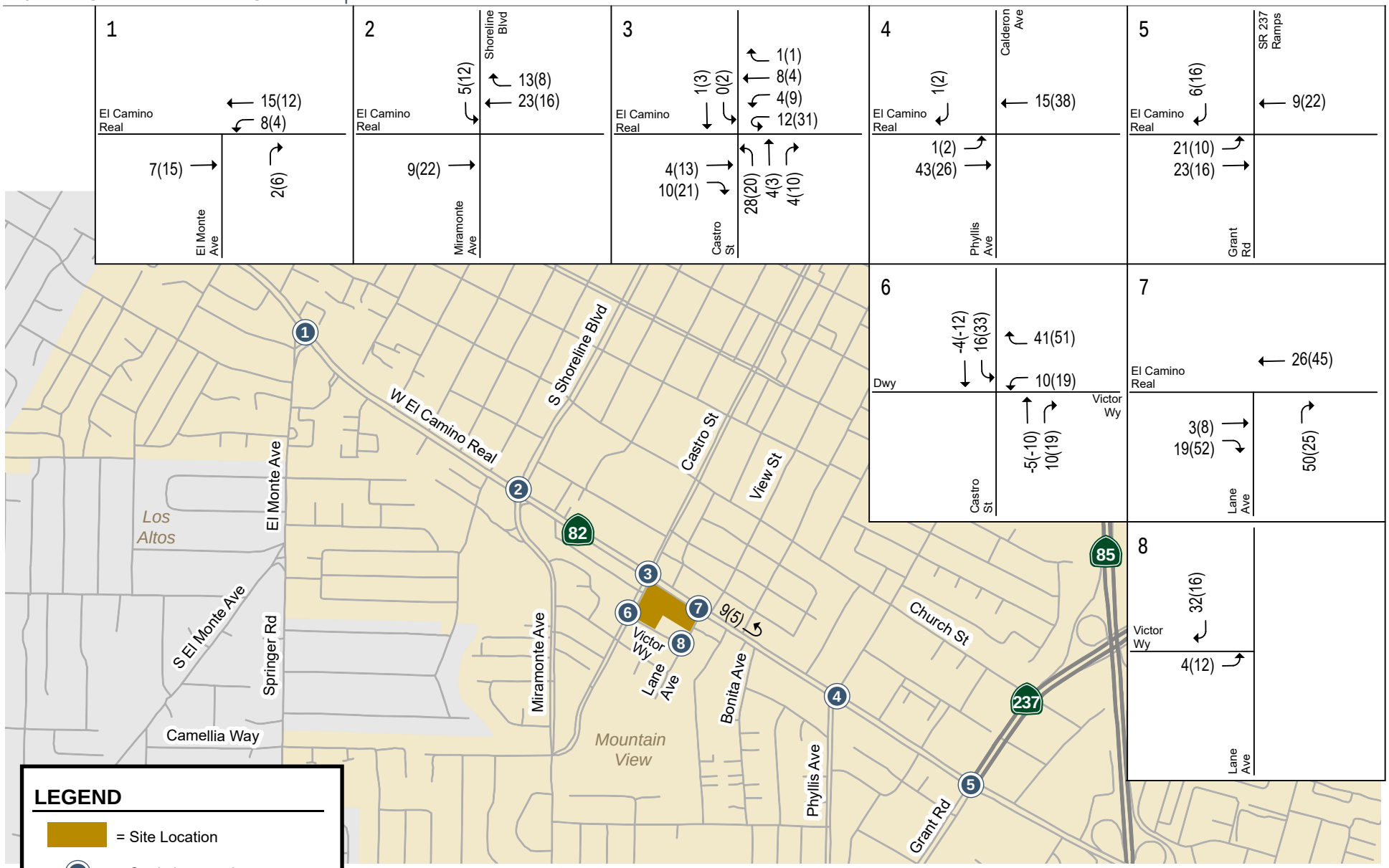


Figure 8
Project Trip Assignment

NORTH
Not to Scale

- El Camino Real Streetscape (Caltrans project)
- Castro Pedestrian Mall

Traffic Volumes

Background Traffic Volumes

Background traffic volumes for the study intersections (see Figure 9) were estimated by adding to the existing traffic volumes the trips generated by nearby approved projects that have not been constructed or occupied.

Lists of approved projects were obtained from the Cities of Mountain View, Los Altos, and Sunnyvale. Hexagon considered both the location and size of the approved projects in order to eliminate those that were too far away or too small to affect traffic conditions of the study intersections. The approved projects considered for the study are listed in Appendix C. Vehicle trips from the approved projects were obtained from the project's TIA or environmental document (Initial Study or EIR), if available. For projects without a traffic study, trip estimates were developed using rates published in the *Trip Generation Manual*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic studies, if available, or knowledge of the study area.

The approved trips and traffic volumes for all components of traffic are tabulated in Appendix C.

Background Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 10).

Cumulative Traffic Volumes

The cumulative no project traffic volumes were estimated by first applying a two percent growth factor per year for 5 years to existing traffic volumes. (With compounding, this yields a factor of 1.104.) This growth assumption was furnished by the City of Mountain View Planning Department. The annual growth factor accounts for the volumes from known pending development projects, smaller ministerial activities, as well as general growth in the area, and is evaluated yearly by the City's Public Works Department. The trips generated by the approved projects in the vicinity were then added to obtain cumulative no project traffic volumes (see Figure 11).

Cumulative Plus Project Traffic Volumes

Project trips, as represented in the above project trip assignment, were added to cumulative traffic volumes to obtain cumulative plus project traffic volumes (see Figure 12).

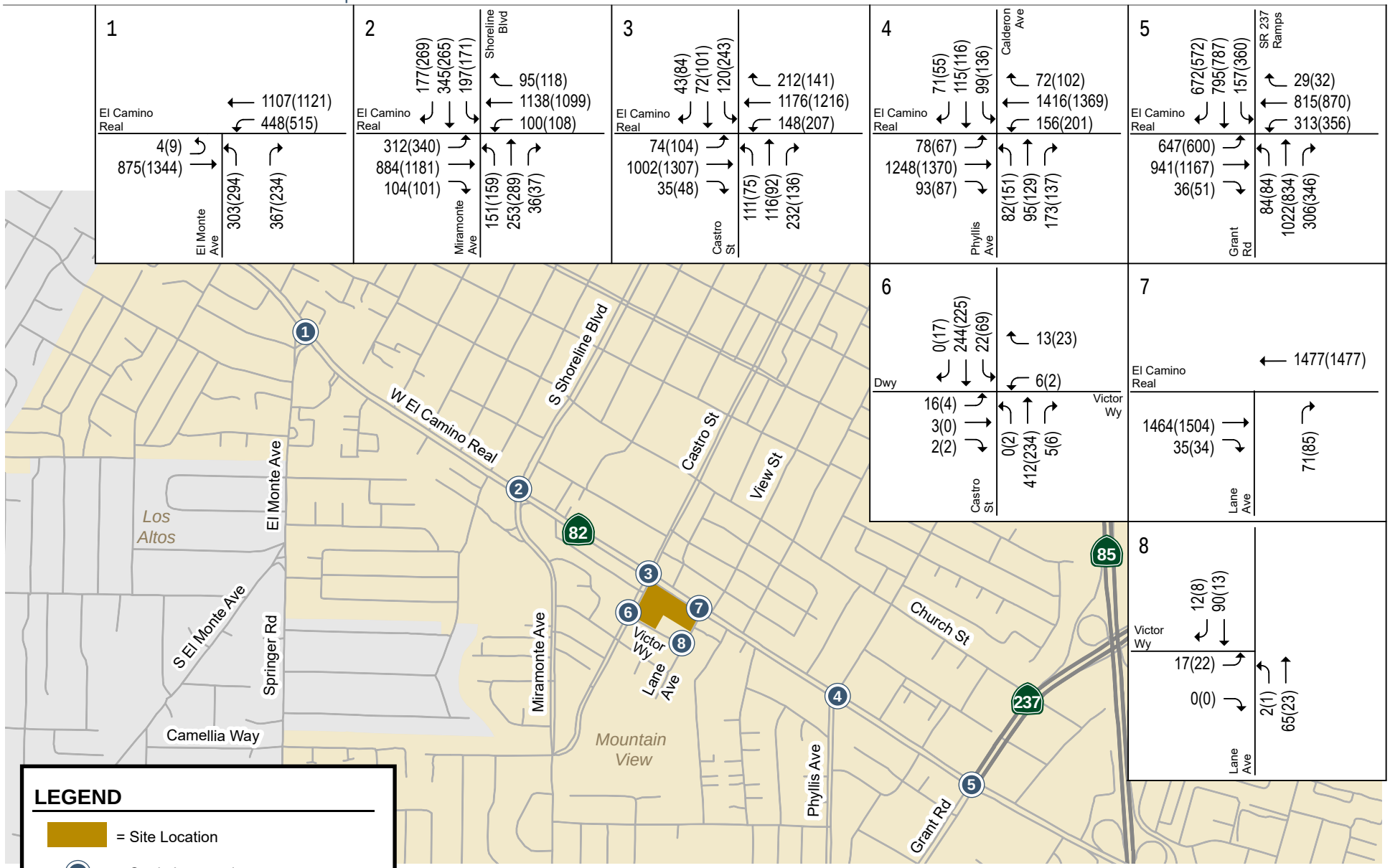


Figure 9
Background Traffic Volumes

NORTH
Not to Scale

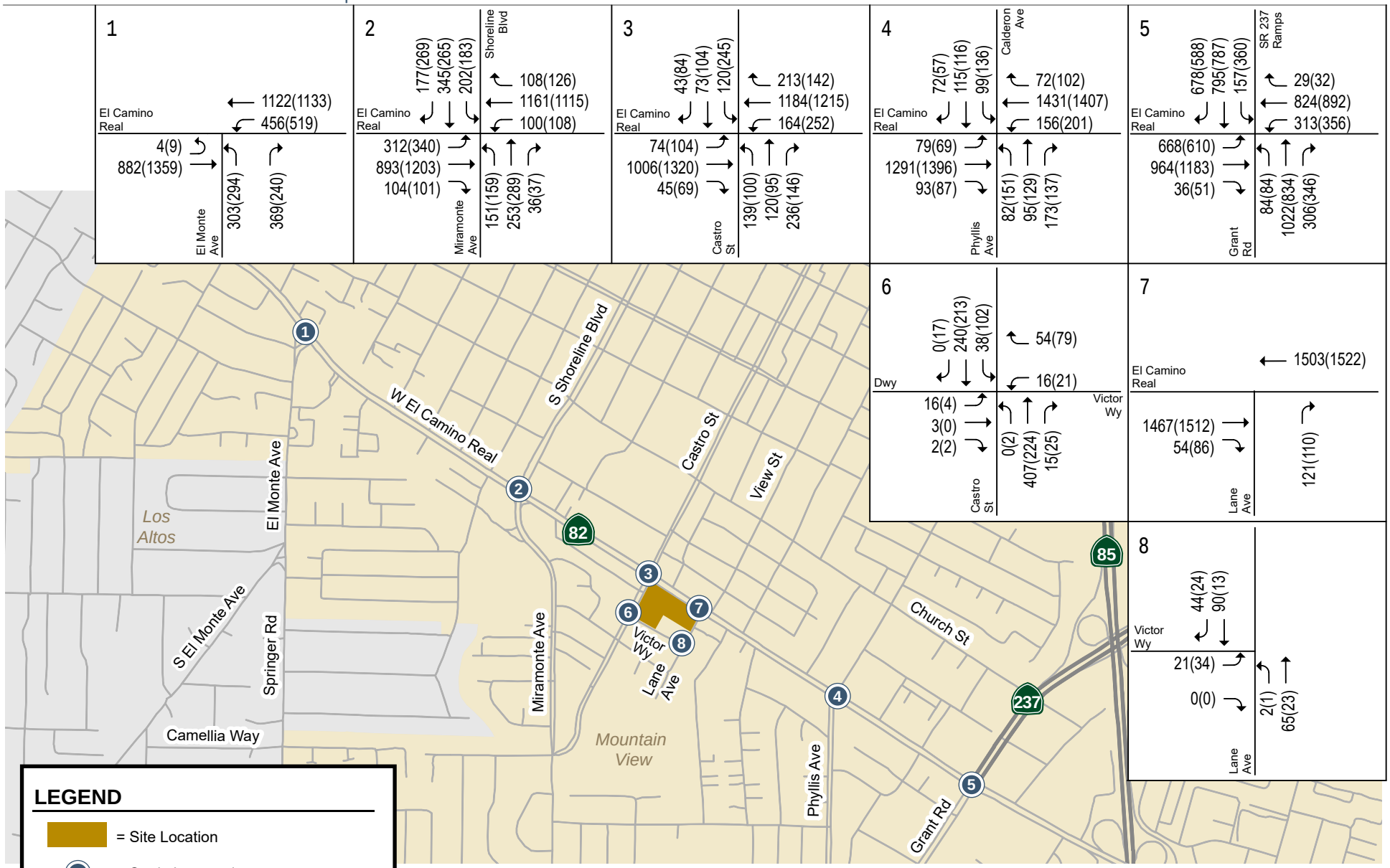


Figure 10
Background Plus Project Traffic Volumes

NORTH
Not to Scale

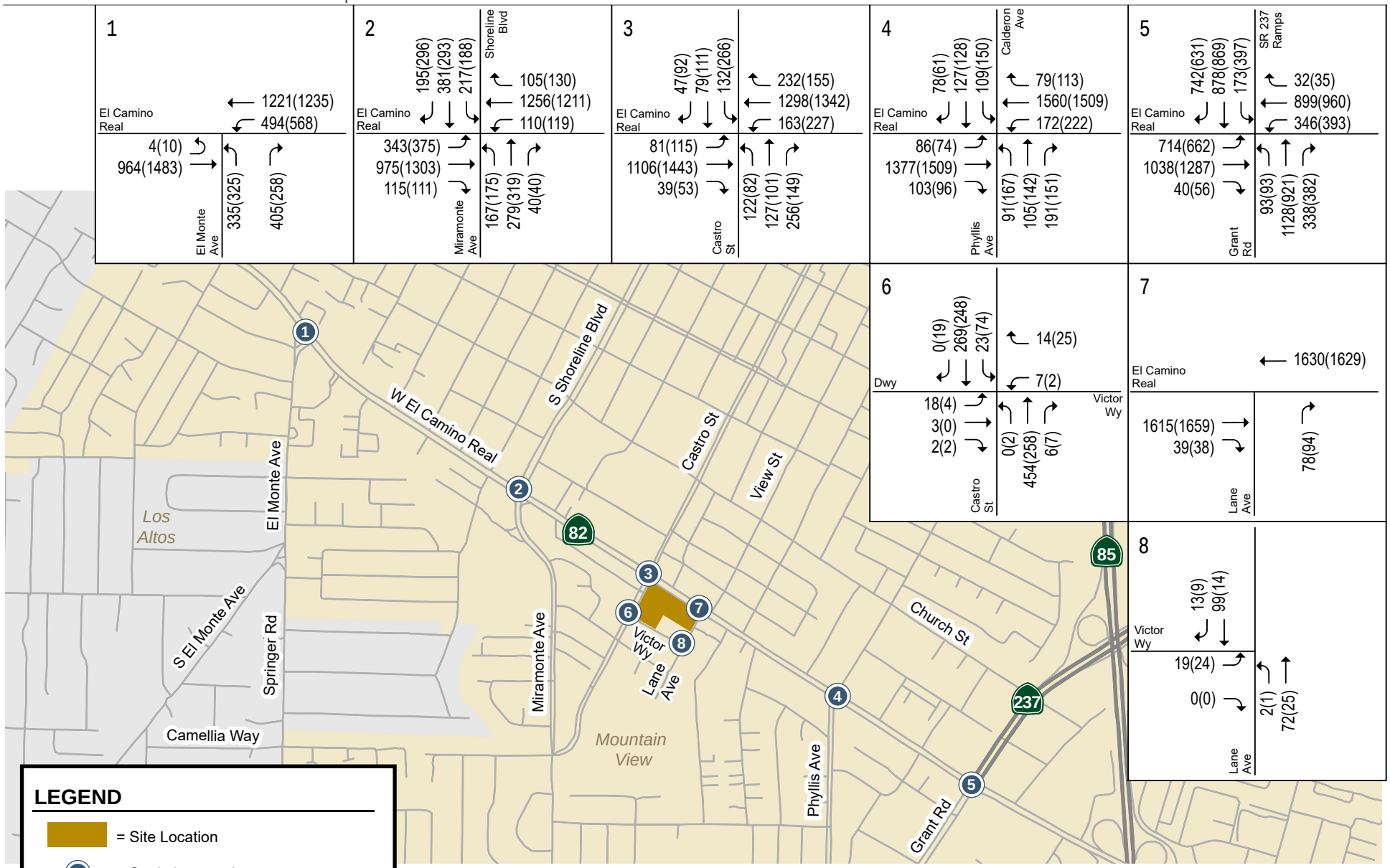


Figure 11
Cumulative Traffic Volumes

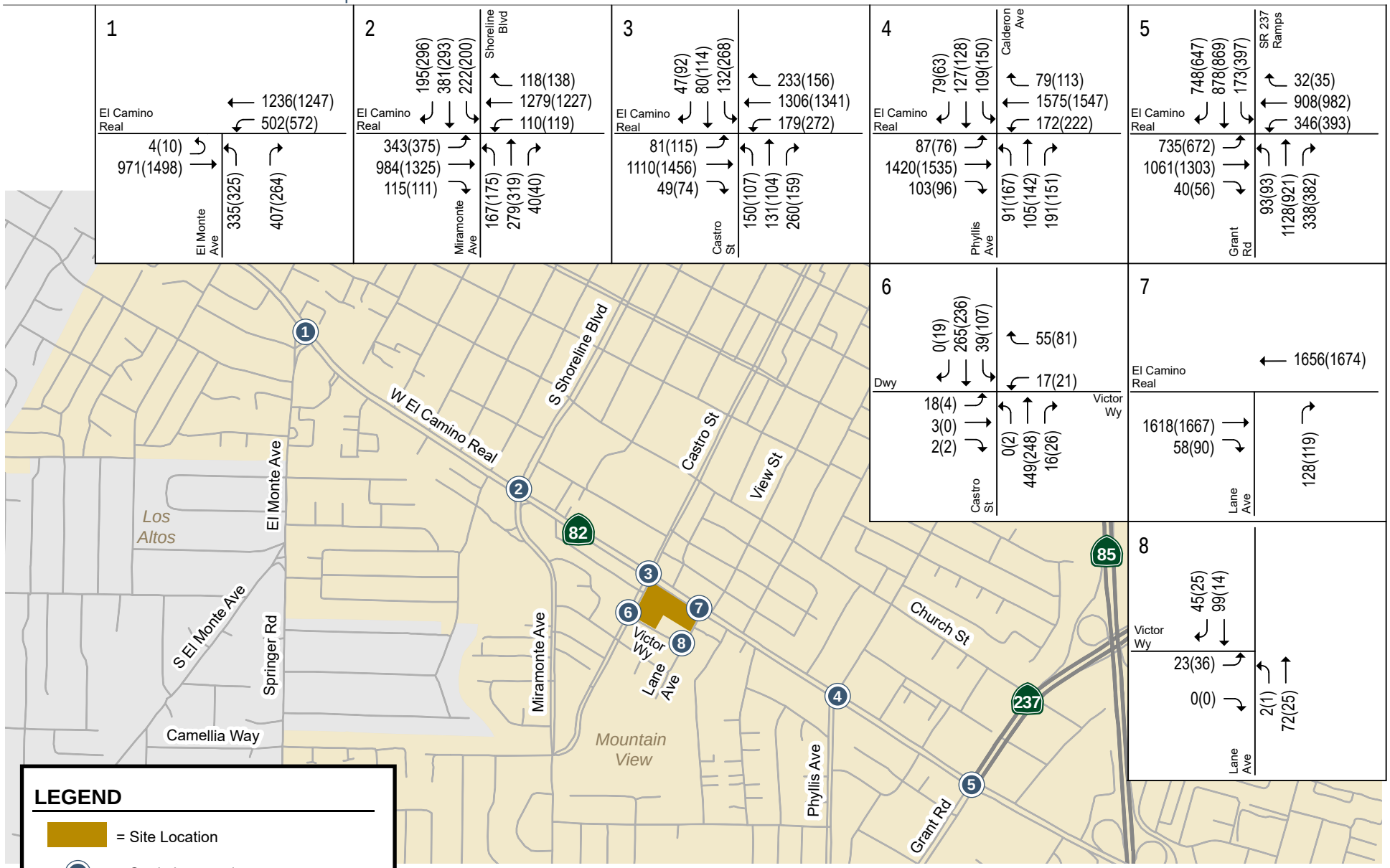


Figure 12
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

Intersection Levels of Service

The results of the intersection level of service analysis (see Tables 6 and 7) show that all study intersections, would operate at acceptable levels during both the AM and PM peak hours of traffic under background and cumulative conditions, with and without the project. The critical delay and v/c increase for unsignalized intersections are not calculated, as these values only determine the adverse effect at signalized intersections. The intersection level of service calculation sheets for the project are included in Appendix B.

There are some signalized intersections for which the average delay under project conditions is shown to be less than under no project conditions during at least one peak hour. The decrease in average delay can be less under project conditions because the intersection delay is a weighted average of all intersection movements. The addition of project traffic to movements with delays lower than the average intersection delay can reduce the average delay for the entire intersection.

Table 6
Background Plus Project Intersection Levels of Service

				Background		Background+Project			
ID	Intersection	LOS Standard	Peak Hour	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	El Monte Ave and El Camino Real*	E	AM	43.7	D	43.7	D	0.1	0.005
			PM	32.9	C	33.1	C	0.3	0.008
2	Shoreline Blvd and El Camino Real*	E	AM	50.6	D	50.2	D	0.5	0.001
			PM	51.9	D	51.8	D	-0.2	0.005
3	Castro St and El Camino Real*	E	AM	43.3	D	44.7	D	1.1	0.014
			PM	42.5	D	44.6	D	3.2	0.052
4	Calderon Ave and El Camino Real	D	AM	31.6	C	31.4	C	-0.3	0.009
			PM	31.8	C	31.7	C	-0.1	0.006
5	SR 237 and El Camino Real*	E	AM	51.0	D	51.6	D	1.1	0.013
			PM	58.1	E	58.4	E	0.8	0.017
6	Castro St and Victor Way *(unsignalized)*	D	AM	15.6	C	17.2	C	--	--
			PM	13.0	B	14.6	B	--	--
7	Lane Ave and El Camino Real *(unsignalized)*	D	AM	13.1	B	14.3	B	--	--
			PM	13.5	B	14.6	B	--	--
8	Lane Ave and Victor Way *(unsignalized)*	D	AM	9.4	A	9.5	A	--	--
			PM	8.8	A	8.9	A	--	--

Notes:
* Denotes VTA CMP intersection.
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side stop-controlled intersections.

Table 7
Cumulative Plus Project Intersection Levels of Service

ID	Intersection	LOS Standard	Peak Hour	Cumulative Avg. Delay[1]	Cumulative LOS	Cumulative+Project Avg. Delay[1]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	El Monte Ave and El Camino Real*	E	AM	44.5	D	44.5	D	0.2	0.005
			PM	33.7	C	33.9	C	0.3	0.008
2	Shoreline Blvd and El Camino Real*	E	AM	51.8	D	51.7	D	-0.3	0.007
			PM	53.5	D	53.4	D	-0.1	0.005
3	Castro St and El Camino Real*	E	AM	44.3	D	45.7	D	0.9	0.012
			PM	43.7	D	45.8	D	3.3	0.052
4	Calderon Ave and El Camino Real	D	AM	32.4	C	32.2	C	-0.2	0.009
			PM	32.7	C	32.6	C	0.0	0.006
5	SR 237 and El Camino Real*	E	AM	55.5	E	56.6	E	2.2	0.013
			PM	61.2	E	61.8	E	1.4	0.017
6	Castro St and Victor Way *(unsignalized)*	D	AM	17.0	C	18.9	C	--	--
			PM	13.7	B	15.6	C	--	--
7	Lane Ave and El Camino Real *(unsignalized)*	D	AM	14.0	B	15.5	C	--	--
			PM	14.6	B	15.9	C	--	--
8	Lane Ave and Victor Way *(unsignalized)*	D	AM	9.5	A	9.7	A	--	--
			PM	8.8	A	8.9	A	--	--

Notes:
* Denotes VTA CMP intersection.
1. Weighted average control delay measured in seconds per vehicle for signalized intersections. Worst approach delay (seconds per vehicle) and LOS are reported for side stop-controlled intersections.

Signal Warrant Analysis At Unsignalized Intersections

Traffic operations at the unsignalized intersections were also analyzed on the basis of the Peak-Hour Volume Signal Warrant, (Warrant #3) described in *the California Manual on Uniform Traffic Control Devices (MUTCD)*, 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. The results of the peak-hour volume signal warrant analysis (see Table 8) indicate that the Castro Street/Victor Way and Lane Avenue/Victor Way intersections would not meet the warrant under any scenario. The Lane Avenue/El Camino Real intersection would meet the volume thresholds that warrant signalization under background plus project and cumulative plus project conditions during both AM and PM peak hours if both the eastbound and westbound volumes are considered. However, because the intersection would operate at an acceptable LOS B with the existing configuration (i.e. divided eastbound and westbound traffic) under background plus project conditions and LOS C under cumulative plus project conditions, installation of a traffic signal is not recommended for the intersection. Note that the assessment for a signal is based on a standard intersection with traffic from a side street across the major street. However, traffic from Lane Avenue can only make right turns as there is a median along El Camino Real, prohibiting any through or left-turn movement from Lane Avenue. The intersection would not meet the warrant based on the current configuration with the median along El Camino Real.

Based on field observations, traffic from Lane Avenue may have some delay turning right onto El Camino Real during the PM peak hour when the eastbound traffic on El Camino Real is heavy. However, vehicles on El Camino Real quickly cleared the intersections along El Camino Real, providing

gaps for turning vehicles on Lane Avenue. Vehicle traffic from Lane Avenue was low during both the AM and PM peak hour, with an average queue of one vehicle. The peak-hour signal warrant sheets are contained in Appendix D.

Table 8
Signal Warrant Analysis Results

Intersection	Signal Warrant Met[1]				
	Existing	Background	Background Plus Project	Cumulative	Cumulative Plus Project
Castro Street & Victor Way	No	No	No	No	No
Lane Avenue & El Camino Real	No	No	**Yes**	No	**Yes**
Lane Avenue & Victor Way	No	No	No	No	No

Note:
1. Based on the California Manual on Uniform Traffic Control Devices for Streets and Highways, Warrant 3 - Peak Hour

Stop Warrant Analysis At Lane Avenue and Victor Way

A potential all-way stop at the Lane Avenue and Victor Way intersection was evaluated under existing, background, background plus project, cumulative, and cumulative plus project conditions, based on the criteria described in the City's stop warrant analysis worksheet. The criteria include:

I. **Volume Warrant:** The vehicular volume entering the intersection from all approaches is at least 300 vehicles per hour for the highest 8 hours of an average day, AND the combined vehicular volume entering the intersection from the minor street approaches is at least 100 vehicles per hour for the same 8 hours.

   OR

   The vehicular volume entering the intersection from all approaches is at least 300 vehicles per hour for the highest 8 hours of an average day, AND the total pedestrian volume entering the intersection is at least 100 pedestrians per hour for the same 8 hours.

   If the intersection is located in a residential area, the above volume thresholds are decreased by 40%.

II. **Crash Warrant:** 3 or more reported crashes/collisions in a 12-month period.

III. **Line of Sight Warrant:** 150 feet or less sight distance on one or more approaches of the major street.

An intersection qualifies as a residential area if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC (California Vehicle Code).
- Neither street has more than one travel lane in each direction.
- No stop sign or traffic signal exists within 500 feet along the major street.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

The Lane Avenue/Victor Way intersection does not qualify as a residential area because Lane Avenue (the major street) has a stop sign at El Camino Real, 325 feet north of the intersection.

Based on the City's stop warrant criteria, the intersection would not meet any of the three warrants under any scenario. The stop warrant analysis worksheets are included in Appendix D.

Intersection Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis for intersections where the project would add a substantial number of trips to the left-turn movements or stop-controlled movements. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 9:

- Southbound left turn from Shoreline Boulevard to eastbound El Camino Real
- Westbound left turn from El Camino Real to southbound Castro Street
- Eastbound left turn from El Camino Real to northbound SR 237
- Southbound left turn from Castro Street to Victor Way
- Westbound Victor Way at Castro Street

The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Westbound left turn from El Camino Real to southbound Castro Street
- Eastbound left turn from El Camino Real to northbound SR 237

Castro Street and El Camino Real – Westbound Left Turn

The existing storage capacity for the westbound left-turn lane on El Camino Real at Castro Street is approximately 350 feet (14 vehicles). Under existing conditions, the 95th percentile queue exceeds the storage lane by 25 feet, or one vehicle, during the PM peak hour. Field observations were consistent with the analysis, and all vehicles within the queue were able to clear the intersection within one cycle. Through traffic was not affected as there are three through lanes, and the queue extended out of the storage lane by only one vehicle. Under background conditions, the queue would remain the same. The project would add one vehicle to the PM peak-hour queue. The small increase is not expected to affect the westbound through traffic as there are three westbound through lanes.

SR 237/Grant Road and El Camino Real – Eastbound Left Turn

The existing storage capacity for the eastbound left-turn lanes on El Camino Real at SR 237 is approximately 200 feet in the inner lane and 300 feet in the outer left-turn lane for a total of 500 feet (20 vehicles). Under existing conditions, the analysis shows the 95th percentile queue exceeds the storage lanes by 450 feet, or 18 vehicles, during the AM peak hour and 19 vehicles during the PM peak hour. Field observations showed that the vehicle queues during both the AM and PM peak hours occasionally exceeded the storage lanes by 10 to 20 vehicles, and 4 to 10 vehicles required two cycles to clear the intersection. However, the through traffic was not affected because there are three eastbound through lanes. Vehicles were typically able to go around the left-turn queue to continue straight through the intersection. In addition, most vehicles in the leftmost lane approaching the intersection were typically planning to make a left turn.

Under background conditions, the queue would remain the same. The project would add four vehicles to the AM and PM peak-hour queues. The inner turn lane could be extended by 600 feet by modifying the existing landscaped median, which would be sufficient to accommodate the entire 95th percentile queue under existing, background, and background plus project conditions. The intersection is maintained and operated by Caltrans, and therefore projects proposed at this intersection would require Caltrans design and approval.

Table 9
Intersection Queuing Analysis Summary

Analysis Scenario	Shoreline Blvd & El Camino		Castro St & El Camino Real		SR 237 & El Camino Real		Castro St & Victor Way			
	SBL		WBL		EBL[2]		SBL		WBL/T/R[3]	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle (sec)	180	178	180	170	163	180	8.1	7.8	12.2	9.9
Volume (vph)	195	167	141	196	644	595	12	46	19	25
Number of lanes	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	195	167	141	196	644	595	12	46	19	25
95th %. Queue (veh/ln)	15	13	12	15	38	39	1	1	1	1
95th %. Queue[1] (ft/ln)	375	325	300	375	950	975	25	25	25	25
Storage (ft/ln)	450	450	350	350	500	500	75	75	150	150
Adequate (Y/N)	Y	Y	Y	**N**	**N**	**N**	Y	Y	Y	Y
Background										
Cycle (sec)	180	178	180	170	163	180	8.2	7.8	12.4	10.0
Volume (vph)	197	171	148	207	647	600	22	69	19	25
Number of lanes	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	197	171	148	207	647	600	22	69	19	25
95th %. Queue (veh/ln)	15	13	12	15	38	39	1	1	1	1
95th %. Queue[1] (ft/ln)	375	325	300	375	950	975	25	25	25	25
Storage (ft/ln)	450	450	350	350	500	500	75	75	150	150
Adequate (Y/N)	Y	Y	Y	**N**	**N**	**N**	Y	Y	Y	Y
Background Plus Project										
Cycle (sec)	180	178	180	170	163	180	8.2	7.9	12.9	11.7
Volume (vph)	217	188	163	227	714	662	23	74	21	27
Number of lanes	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	217	188	163	227	714	662	23	74	21	27
95th %. Queue (veh/ln)	17	15	13	16	42	43	1	1	1	1
95th %. Queue[1] (ft/ln)	425	375	325	400	1050	1075	25	25	25	25
Storage (ft/ln)	450	450	350	350	500	500	75	75	150	150
Adequate (Y/N)	Y	Y	Y	**N**	**N**	**N**	Y	Y	Y	Y

Notes:
SBL = southbound left-turn movement; EBL = eastbound left-turn movement; WBL = westbound left-turn movement; WBT = westbound through movement; WBR = westboudn right-turn movement.
[1] Assumes 25 feet per vehicle queued.
[2] The storage length includes the total of the 2 storage lanes.
[3] The storage length is measured from the intersection to the proposed project driveway.

Freeway Segment Capacity Analysis

The City is still required to conform to the requirements of the VTA that establishes a uniform program for evaluating the transportation impacts of land use decisions on the designated CMP Roadway System. The VTA's CMP has yet to adopt and implement guidelines and standards for the evaluation of the CMP roadway system using VMT. Therefore, the effects of the proposed project on freeway

segments in the vicinity of the project area following the current methodologies as outlined in the VTA *TIA Guidelines*, was completed. However, this analysis is not relevant to CEQA.

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2018 CMP Annual Monitoring Report. The analysis assumes 90 percent of the project traffic would travel on the mixed-flow lanes, and 10 percent of the project traffic would travel in the HOV lanes. The results of the freeway segment analysis show that the project trips represent less than one percent of capacity of the freeway segments on SR 237 and SR 85 in the project vicinity (See Table 10). Thus, the project would not have an adverse effect on the traffic operations on nearby freeway segments.

Table 10
Freeway Segment Traffic Operations

Freeway Segment		Dir	Peak Hour	Existing Conditions: Mixed-Flow # of Lanes[1]	Capacity[2]	LOS[3]	HOV Lane # of Lanes[1]	Capacity[2]	LOS[3]	Project Trips: Mixed-Flow Project Trips	% of Capacity	HOV Lane Project Trips	% of Capacity
SR 237	El Camino Real to SR 85	EB	AM	2	4,400	E	--	--	--	21	0.5%	--	--
			PM	2	4,400	D	--	--	--	10	0.2%	--	--
SR 237	SR 85 to Moorpark Way	EB	AM	2	4,400	E	--	--	--	16	0.4%	--	--
			PM	2	4,400	D	--	--	--	8	0.2%	--	--
SR 237	Moorpark Way to Maude Ave	EB	AM	2	4,400	E	--	--	--	16	0.4%	--	--
			PM	2	4,400	D	--	--	--	8	0.2%	--	--
SR 237	Maude Ave to Whisman Rd	WB	AM	2	4,400	E	--	--	--	5	0.1%	--	--
			PM	2	4,400	D	--	--	--	12	0.3%	--	--
SR 237	Whisman Rd to SR 85	WB	AM	2	4,400	D	--	--	--	5	0.1%	--	--
			PM	2	4,400	**F**	--	--	--	12	0.3%	--	--
SR 237	SR 85 to El Camino Real	WB	AM	2	4,400	**F**	--	--	--	6	0.1%	--	--
			PM	2	4,400	D	--	--	--	15	0.3%	--	--
SR 85	W. Fremont Ave to EL Camino Real	NB	AM	2	4,400	**F**	1	1,650	**F**	2	0.0%	0	0.0%
			PM	2	4,400	D	1	1,650	A	5	0.1%	1	0.1%
SR 85	EL Camino Real to SR 237	NB	AM	2	4,400	**F**	1	1,650	D	0	0.0%	0	0.0%
			PM	2	4,400	D	1	1,650	A	0	0.0%	0	0.0%
SR 85	SR 237 to Central Expwy	NB	AM	2	4,400	D	1	1,650	C	4	0.1%	0	0.0%
			PM	2	4,400	D	1	1,650	A	2	0.0%	0	0.0%
SR 85	Central Expwy to SR 237	SB	AM	2	4,400	B	1	1,650	A	1	0.0%	0	0.0%
			PM	2	4,400	**F**	1	1,650	**F**	3	0.1%	0	0.0%
SR 85	SR 237 to EL Camino Real	SB	AM	3	6,900	D	1	1,650	B	0	0.0%	0	0.0%
			PM	3	6,900	**F**	1	1,650	**F**	0	0.0%	0	0.0%
SR 85	EL Camino Real to W. Fremont Ave	SB	AM	2	4,400	D	1	1,650	B	7	0.2%	1	0.1%
			PM	2	4,400	**F**	1	1,650	E	4	0.1%	0	0.0%

Notes:
HOV = high-occupancy vehicle; LOS = level of service.
1. Number of lanes on each segment are taken from the Google Earth software.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Level of service (LOS) of each segment are taken from VTA's *2018 CMP Monitoring Report*.
Bold indicates a substandard level of service.

4. Other Transportation Issues

This chapter presents other transportation issues associated with the project, including:

- Conformance with the El Camino Real Precise Plan
- Site access and circulation
- Effects on pedestrians, bicycles, and transit facilities
- Effects on surrounding neighborhood streets
- Parking

The analyses in this chapter are based on the City's *MTA Handbook* and professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Conformance with El Camino Real Precise Plan (ECRPP)

The project is located within the ECRPP area, which includes parcels immediately fronting El Camino Real (excluding those in the San Antonio Center and Downtown) and adjacent parcels where the ECRPP can facilitate new connections and neighborhood transitions. The project is in conformance with the ECRPP, as described below:

- **Village Center public plazas.** The project is located in the Village Center zone. Village Center public plazas are special street-facing open areas that act as gathering spaces for surrounding neighborhoods. They should be associated with active commercial frontages, such as restaurant and retail uses, and key pedestrian access routes to transit and surrounding neighborhoods. The project would provide a public plaza east of the Chase Bank and would have amenities such as benches and play areas. The transit stop would be along the plaza.
- **Crossings.** For crossings in Village Centers, there should be high-visibility crosswalk markings. The project would provide new high-visibility crosswalks at Lane Avenue/El Camino Real and Lane Avenue/Victor Way and upgrade the existing standard crosswalk to a high visibility crosswalk at Castro Street/Victor Way.
- **Ground floor commercial.** Ground floor commercial spaces are required in Village Centers. The project would have retail uses and a Chase Bank fronting El Camino Real.
- **Wider sidewalks.** The project would provide wider sidewalks along its frontages on El Camino Real, Castro Street, Victor Way, and Lane Avenue. The sidewalks along El Camino Real would be 7 and 12 feet wide. The 7-foot sidewalk section would front the proposed bus island with the sidewalk directly adjacent to the bike lane, and the 12-foot sidewalk section would include a 7-foot sidewalk with 5 feet of landscaping separating the vehicular travel lanes/bicycle travel lanes

and the sidewalk. The sidewalk on Castro Street would be 12 feet wide (7 feet of walk zone and 5 feet of landscaping). The sidewalks along the project frontages on Lane Avenue and Victor Way would be 10 feet wide (5 feet walk zone and 5 feet of landscaping).

- **Curb cuts.** A maximum of one curb cut per 200 feet of frontage is allowed. The project should provide a maximum one curb cut on El Camino Real, one curb cut on Victor Way, and one curb cut on Lane Avenue.
- **Commercial pedestrian entrances.** Building entrances should face the primary street frontage or be oriented toward public open spaces. The project's commercial development would have front doors facing El Camino Real.
- **Parking frontage.** Parking and vehicle areas should be located behind or under buildings. The project would provide a parking garage on the ground level for the retail use and an underground garage for the residential use. Although the retail parking would be located on the ground level, it would be located behind the stores.
- **Loading and service areas.** Loading docks should be screened from the right-of-way and adjacent properties. Service access would be provided on Lane Avenue along the eastern project boundary and on Victor Way along the southern project boundary. There would be screen walls and landscape buffers along the property lines to screen the service areas from adjacent properties. Both areas would also be gated with decorative gates to screen the service areas from the right-of-way.

The ECRPP specifies that all new Tier 2 developments (except office) should provide a Transportation Demand Management (TDM) plan with programs and measures to reduce vehicle trips. Therefore, the project would be required to prepare and implement a TDM plan and become a member of the Mountain View Transportation Management Association (TMA).

Site Access and Circulation

A review of the project site plan was performed to determine if adequate vehicle site access and on-site circulation would be provided and to identify any access or circulation issues that should be improved. This review is based on the site plan prepared by Arris, dated October 26, 2022, presented on Figure 2 and in accordance with generally accepted traffic engineering standards.

Vehicular Site Access

Vehicle access to the project site would be provided via new driveways on El Camino Real, Victor Way, and Lane Avenue. The project would remove the existing driveways along El Camino Real, Lane Avenue, and Castro Street. The project would provide one driveway on El Camino Real for access to the commercial/retail garage, two driveways on Victor Way (access to the commercial/retail garage and transformer maintenance/service area from west to east), and three driveways on Lane Avenue (access to the commercial loading and residential moving area, residential garage, and garbage staging/pick-up area from north to south). According to the ECRPP, driveways should be a maximum of 20 feet wide, or the minimum required for emergency vehicle access, for a two-way driveway. Garage entrances at grade facing the street should be a maximum of 22 feet wide. The El Camino Real driveway is shown to be 24 feet wide, the Victor Way driveways are shown to be 25.3 feet wide for the commercial/retail garage and 13 feet wide for the transformer maintenance/service area, and the Lane Avenue driveways are shown to be 10 feet wide for the loading area, 22 feet wide for the residential garage, and 15 feet wide for the garbage staging/pick-up are. Thus, the El Camino Real and Victor Way driveways should be reduced to 22 feet wide.

Traffic Operations at Project Driveways

Traffic operations at the project driveways were evaluated to identify whether there would be vehicle queuing issues. The gross site trips that would occur at the project driveways are 58 inbound trips and 107 outbound trips during the AM peak hour, and 137 inbound trips and 118 outbound trips during the PM peak hour (see Figure 13). The PM peak-hour trips include the pass-by trips.

El Camino Real Driveway

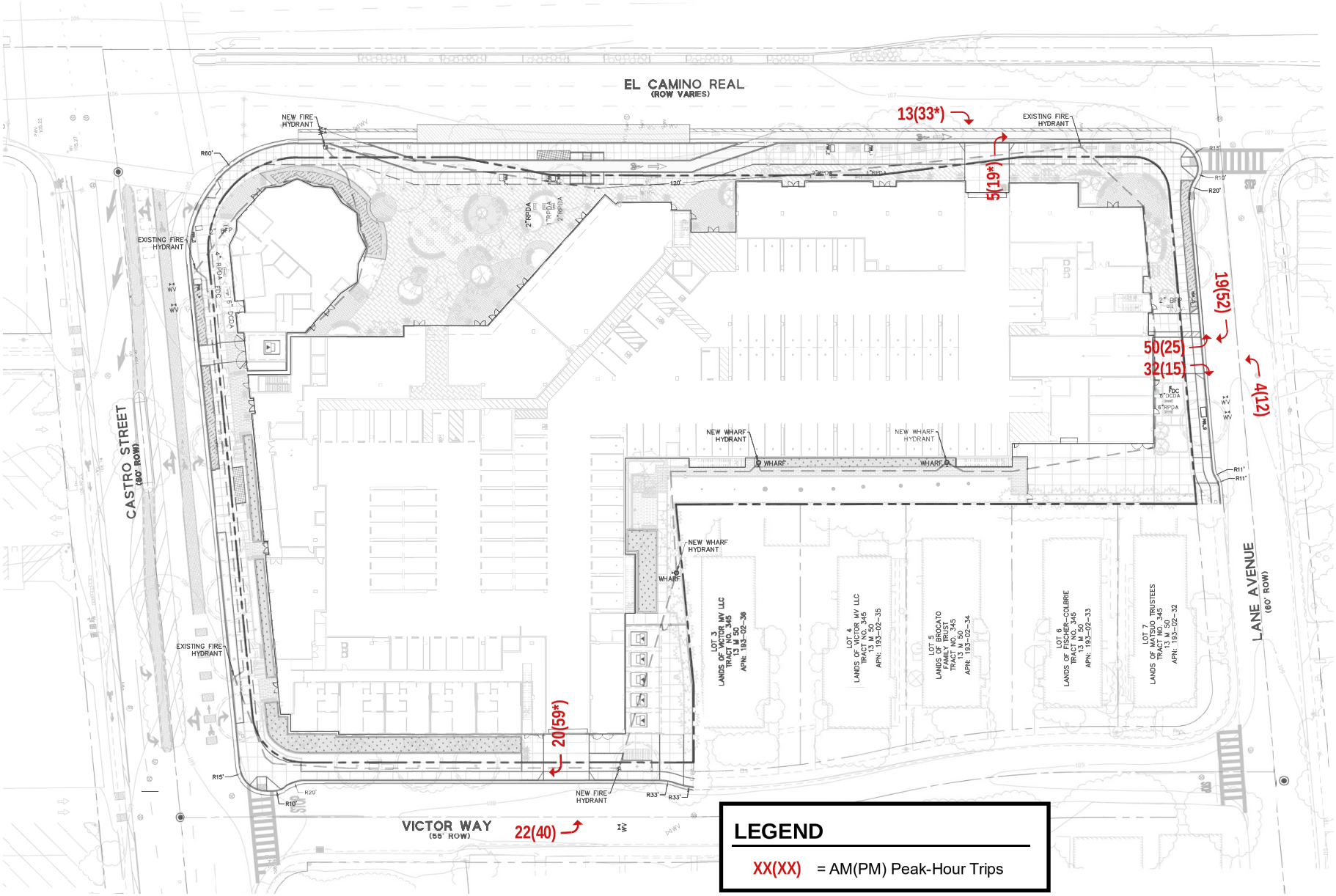
At the El Camino Real driveway, there would be 13 inbound trips and 5 outbound trips during the AM peak hour and 33 inbound trips and 19 outbound trips during the PM peak hour from the project, which includes the pass-by trips. Because the driveway is limited to right turns only, significant operational issues related to vehicle queueing and vehicle delay for inbound and outbound traffic are not expected to occur. Vehicles turning right into the project site from eastbound El Camino Real may slow traffic in the outside travel lane momentarily due to vehicles slowing down to turn into the driveway. However, given the estimated 33 inbound trips in the PM peak hour at the driveway, which calculates to about one inbound trip every 2 minutes, the probability of two or more inbound vehicles entering the site at the same time would be low. Therefore, the inbound vehicle queue is not expected to adversely affect the eastbound traffic flow. The proposed bus pad on El Camino Real would begin approximately 150 feet west of the driveway. The bus stop would be separated from the travel lane with 10 feet of vehicle travel lane next to the bus stop. The inbound vehicle queue is not expected to extend to the bus stop or adversely affect bus access.

Similarly, given the estimated 19 outbound trips in the PM peak hour at the driveway, which calculates to about one outbound trip every 3 minutes, the probability of two or more outbound vehicles exiting the site at the same time would be low. The outbound vehicle queue is not expected to affect on-site circulation.

Developments should provide adequate stacking space between the sidewalk and any entry gates. This prevents vehicles from queuing onto the street. The El Camino Real driveway shows 17 feet of vehicle stacking space between the sidewalk and the gate, which could not accommodate even one vehicle without blocking the sidewalk. The gate should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gate open during retail business hours (typically from 6:00 AM to 9:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.

Victor Way Commercial Driveway

The project trips that are estimated to occur at the Victor Way driveway are 22 inbound trips and 20 outbound trips during the AM peak hour and 40 inbound trips and 59 outbound trips during the PM peak hour, which includes the pass-by trips. All of the traffic is expected to make a left turn into the driveway from eastbound Victor Way, and make a right-turn out of the driveway to westbound Victor Way. It is assumed that the project traffic traveling to eastbound El Camino Real would use the El Camino Real driveway to bypass the Castro Street/El Camino Real signal. Because the traffic along Victor Way is low, there is expected to be minimal delay for any southbound left turn traffic out of the driveway and eastbound left turn traffic into the driveway. The eastbound left-turn trips are expected to have a vehicle delay of 7.3 seconds per vehicle during the AM and PM peak hours with a 95th percentile queue of no more than 2 vehicles. The driveway would be approximately 150 feet east of the Castro Street intersection and based on the queuing analysis at Castro Street/Victor Way, the westbound queue at the intersection would not extend to the driveway and would not block the eastbound inbound traffic. The eastbound queue at the project driveway would not extend to Castro Street.



* Includes pass-by trips.

Figure 13
Project Trips at Driveways

Given the estimated 59 outbound trips in the PM peak hour at the driveway, which calculates to about one outbound trip every minute, the probability of two or more outbound vehicles exiting the site at the same time would be low. The outbound queue is not expected to affect the on-site circulation.

The Victor Way driveway would have 23 feet of vehicle stacking space between the sidewalk and the gate, which could accommodate a vehicle queue of one vehicle. The gate should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during retail business hours (typically from 6:00 AM to 9:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.

Lane Avenue Residential Driveway

The project trips that are estimated to occur at the Lane Avenue driveway are 23 inbound trips and 82 outbound trips during the AM peak hour and 64 inbound trips and 40 outbound trips during the PM peak hour. The northbound left-turn trips (4 AM and 12 PM peak-hour trips) are expected to have a vehicle delay of 7.3 seconds and 7.4 seconds per vehicle during the AM and PM peak hours, respectively. Because of the small number of left-turn trips accessing the driveway, the short delay is not expected to affect traffic flow on northbound Lane Avenue. Vehicles turning right into the project site from southbound Lane Avenue may slow traffic in the travel lane momentarily due to vehicles slowing down to turn into the driveway. However, this would not have a significant effect on traffic operations because of the small amount of traffic on Lane Avenue.

Some minor on-site vehicle queuing could occur at the gate for outbound traffic. Given the estimated 82 outbound trips in the AM peak hour at the driveway, which calculates to about one outbound trip every 44 seconds, the probability of three or more outbound vehicles exiting the site at the same time would be low. The garage access ramp between the gate and the drive aisle in the parking level would accommodate three vehicles. Therefore, the outbound vehicle queue is not expected to affect the on-site circulation.

The Lane Avenue driveway shows 25 feet of vehicle stacking space between the sidewalk and the gate, which could accommodate a vehicle queue of one vehicle without blocking the sidewalk. The security gate should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during the time period of the day when most inbound vehicle trips are likely to occur (typically from 3:00 PM to 7:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.

Driveway Consolidation

As previously discussed, the project would provide one driveway on El Camino Real, two driveways on Victor Way, and three driveways on Lane Avenue. Mountain View has a goal to minimize the number of driveways to reduce conflict points with bicyclists and pedestrians. Accordingly, the Victor Way driveways could be consolidated to one driveway, and the Lane Avenue driveways could be consolidated into two driveways. However, other driveway configurations may be acceptable as determined by the City, but the goal would be to reduce the number of proposed project driveways in order to reduce conflict points.

El Camino Real Driveway

Access to the commercial/retail garage could be consolidated by removing the Victor Way driveway to provide sole access on El Camino Real. However, it may not be feasible to remove the Victor Way driveway due to access that needs to be provided for the bank component of the project.

Providing only one driveway on El Camino Real for the commercial/retail garage would increase the outbound traffic at the El Camino Real driveway and all traffic traveling to westbound El Camino Real probably would make a U-turn at Bonita Avenue. There would be 73 inbound and 78 outbound vehicles at the El Camino Real driveway during the PM peak hour if the Victor Way driveway were removed. As previously discussed, field observations showed that the eastbound traffic along El Camino Real provided gaps for turning vehicles from side streets/driveways. Thus, vehicles could still find a gap along El Camino Real.

Of the 78 outbound trips, 13 trips would make a U-turn at Bonita Avenue if the Victor Way driveway were removed. Field observations showed that there were no difficulties for vehicles to make a U-turn because there were gaps in westbound traffic. The vehicle queue was only 2 to 3 vehicles in the lane during the PM peak hour, and the left-turn lane (150 feet) can accommodate a vehicle queue of 6 vehicles. Therefore, the vehicle queue with the added project traffic would still be accommodated within the left-turn lane.

To prevent the inbound vehicles from stacking onto El Camino Real from the garage gate, the gate should be moved farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gate open during retail business hours (typically from 6:00 AM to 9:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate.

Lane Avenue Driveway

The loading driveway north of the residential garage is not recommended due to the following safety concerns:

1. Lane Avenue is a designated safe route to school for Graham Middle School and the proposed loading driveway would create an additional conflict point for children using the route to walk or bike to school.
2. Maneuvers in- and out- of the loading space on a narrow street like Lane Avenue will be challenging for motorists driving large moving and delivery vehicles and can be unsafe due to limited visibility for trucks.
3. The large vehicle would use the entire depth of the loading space, leaving insufficient space for loading and unloading of materials. This would result in trucks encroaching outside the loading space and creating a visibility obstruction between vehicles using the adjacent driveway and pedestrians/bicyclists along this safe route to school.
4. The additional driveway would create additional conflict areas with pedestrians and cyclists on Lane Avenue and the location of the driveway immediately adjacent to the garage entrance can cause confusion to motorists.

Sight Distance at Project Driveways

The project driveways should be free and clear of any obstructions to provide adequate sight distance, thereby ensuring that exiting vehicles can see pedestrians on the sidewalk and vehicles and bicycles traveling on El Camino Real, Victor Way, and Lane Avenue. Providing the appropriate sight distance

reduces the likelihood of a collision at a driveway and provides drivers with the ability to locate sufficient gaps in traffic and exit a driveway.

According to the City's Standard Detail A-22, any landscaping, structures and signage within the pedestrian triangle and vehicle triangle at the driveway should be no taller than 3 feet and located in such a way to ensure an unobstructed view for drivers exiting the site, and street trees must have a high canopy of at least 6 feet. The landscaping features shown on the site plan are not expected to obstruct the vision of exiting drivers provided the landscaping is also kept at a low level within the pedestrian triangle and vehicle triangle at the driveways.

As discussed below, all driveways are shown to have an adequate sight distance within the vehicle triangles, so exiting vehicles at the driveways can see approaching vehicles and bicycles on the streets. However, parts of the building at each driveway are within the pedestrian triangles and are likely to limit visibility for exiting vehicles to see pedestrians on the sidewalks. Pedestrian triangles are measured 25 feet from the back of the sidewalk and 25 feet to both sides of a driveway. The site plan shows that the project proposes to install audio and visual light systems at the driveway entrances in lieu of direct line of sight for pedestrians. However, the systems are not official traffic control devices, can malfunction, and may distract motorists from using safe driving practices. Reliance on the constrained capabilities of systems may provide a false sense of security to pedestrians and motorists. Therefore, the systems should not be used in lieu of providing adequate visibility and compliance with the sight triangles. Therefore, the project should remove obstructions including building encroachment within the pedestrian sight triangles at each driveway to ensure compliance with the City's standard detail A-22.

El Camino Real Driveway

According to the City's Standard Detail A-22, the stopping sight distance on El Camino Real should be 250 feet due to the 35-mph speed limit. Thus, a driver must be able to see 250 feet looking left out of the driveway to locate a sufficient gap to turn out of the driveway. There is no roadway curve on El Camino Real that would obstruct the vision of exiting drivers, and on-street parking along the project frontage on El Camino Real is prohibited. The bus pad would begin approximately 150 feet west of the driveway. Because Routes 22 and 522 both stop at this bus stop, it is likely that there would be a bus every 5 to 10 minutes. However, because the bus pad would be separated from the travel lane, buses stopping at the bus stop would not block the line of sight for vehicles approaching in the travel lanes. Thus, adequate vehicle sight distance is provided at the El Camino Real driveway.

Victor Way and Lane Avenue Driveways

The speed limits on Victor Way and Lane Avenue are 25 mph. According to the Standard Detail A-22, the stopping sight distance for a 25-mph roadway is 150 feet. There are no roadway curves on Victor Way or Lane Avenue that would obstruct the vision of exiting drivers. On-street parking is permitted along the project frontages on Victor Way and Lane Avenue. However, the project would paint 25 to 26 feet of red curbs on both sides of the driveways to provide adequate sight distance. Thus, adequate sight distance would be provided at the Victor Way and Lane Avenue driveways.

However, on Lane Avenue, due to the driveways' proximity to El Camino Real and the presence of multiple project driveways, the curbs along the entire Lane Avenue project frontage should be red zone with no parking. On Victor Way, due to the driveways' proximity to Castro Street, the westbound curbs between the project driveways and Castro Street should be red zone with no parking.

Corner Visibility at Intersections

The project site fronts the corners of the Castro Street/El Camino Real, Lane Avenue/El Camino Real, and Castro Street/Victor Way intersections. The intersection corners should be free and clear of any obstructions to optimize corner visibility per the City's Standard Details A-23, thereby ensuring the

vehicles approaching the intersection can see other vehicles or bicycles traveling on the cross street. Any landscaping and signage within the safety visibility triangle at the intersection corners should be no taller than 3 feet and in such a way to ensure an unobstructed view for drivers on the street.

According to the site plan, the landscape plan shows street trees would be added to the corners, 35 feet back from the right-of-way. The type and location of the street trees would be determined by the City of Mountain View Public Works Department at the implementation stage. Note that street trees have a high canopy and would not obstruct the view of drivers. No building structure would be located within the corner visibility triangles (35 feet from the right-of-way) and the landscaping provided at the corners would be less than 3 feet tall within the corner visibility triangles, which would maintain the required sight distance.

Vehicle On-Site Circulation

Within the site, a two-way 24-foot drive aisle would be provided within the parking garages. The width of all drive aisles meets the City of Mountain View minimum requirement (24 feet) for 90-degree parking spaces on double-loaded drive aisles with two-way traffic. The parking stalls throughout the site would be 90-degree uniform parking stalls. The stall depth (18 feet) of the parking spaces in the ground and underground parking garages would meet City standards (18 feet).

The ramps to the underground residential garage are shown to be 24 feet wide, which is adequate for two-way traffic. The site plan shows one ramp within each level of the residential garage (see Figure 14). The slope of the ramp between the ground level and level P1 would be 16 percent with an 8 percent transition slope to prevent vehicles from bottoming out. The slope between levels P1 and P2 is smaller and would not need a transition slope.

On-site vehicle circulation was also evaluated to identify whether there are dead-end aisles within the parking garages (see Figures 2 and 14). Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. The residential garage shows a dead-end aisle on both levels P1 and P2. The project should provide a turnaround space at the dead-end aisles to provide adequate circulation or assign parking spaces to residents to avoid residents entering the dead-end aisle without finding a parking space.

Passenger Loading

The site plan does not indicate passenger loading zones along the project frontages or within the site, which would be inconvenient for people accessing the site using Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool). The project should designate some parking spaces in the ground-floor parking garage as short-term passenger loading spaces for residential and commercial uses.

Truck Access and Circulation

Emergency response vehicles would access the project site from El Camino Real, Lane Avenue, Victor Way, Castro Street, and all project driveways.

The City requires one loading space for commercial, industrial, institutional, and service uses of 10,000 to 30,000 square feet. Thus, the commercial uses would require one loading space. The site plan indicates one loading area for delivery and residential moving vehicles. Access to the loading area would be provided via a 10-foot driveway north of the driveway to the residential garage on Lane Avenue. Loading spaces are required to be at least 10 feet wide, 25 feet long, and 12 feet high. The area would be 10 feet wide, 28 feet long, and 12 feet high.

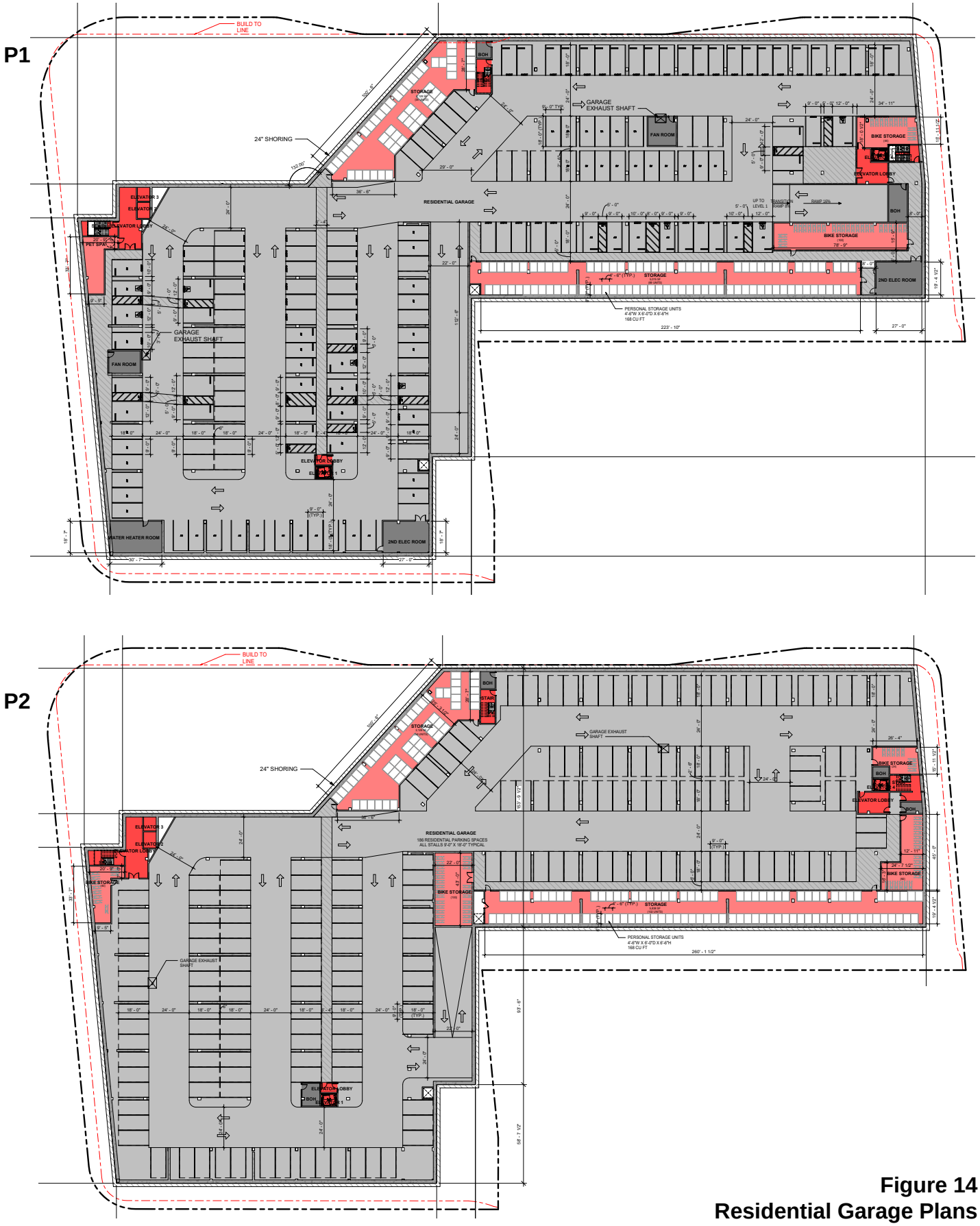


Figure 14
Residential Garage Plans

NORTH
Not to Scale

As indicated under existing conditions, Lane Avenue is a designated safe route to school for Graham Middle School and therefore introducing large vehicle conflicts, especially where backing up is necessary to enter or exit, is not recommended. Instead, truck loading is recommended to be accessed through the project site on Victor Way. This would ensure oversize vehicle conflicting maneuvers do not encroach onto public sidewalk or roadway where young children are expected. The project should develop a detailed loading operations plan for City review and approval that demonstrates how the impact to the public right of way would be minimized.

The project would provide one residential trash room in the southwest corner, one commercial trash room in the southeast corner, and one residential trash room in the middle of the western section on the ground level of the building. Staff would move the trash bins from the trash enclosures to the staging area accessed from Lane Avenue on garbage collection days. Garbage trucks would access the staging area and collect trash on-site via the driveway south of the driveway to the residential garage.

Truck access to the staging area was reviewed using the City's truck turning template for a 35-foot garbage truck, which are typically larger and heavier than other vehicles, including fire trucks. Figure 15 shows that garbage trucks coming from southbound Lane Avenue would be able to back into the staging area and head out to northbound Lane Avenue without going over the curb. Front load garbage trucks that need to head into the staging area would go over the curb (see Figure 16), and the driveway would need to be widened to 20 feet to accommodate the front load garbage trucks. The project should design the staging area to accommodate rear load garbage trucks or widen the driveway to 20 feet. Turning templates have to be verified with final design and curb alignment.

The site plan shows a transformer maintenance/service area on Victor Way with driveway access east of the driveway to the commercial garage. It is expected that maintenance/service vehicles accessing the area would be small trucks and would access the area infrequently. The proposed driveway width of 13 feet would be able to accommodate the maintenance/service vehicles. To minimize potential confusion with access and use of the driveway, this 13-foot section can be designed as a rolled curb rather than a standard driveway cut.

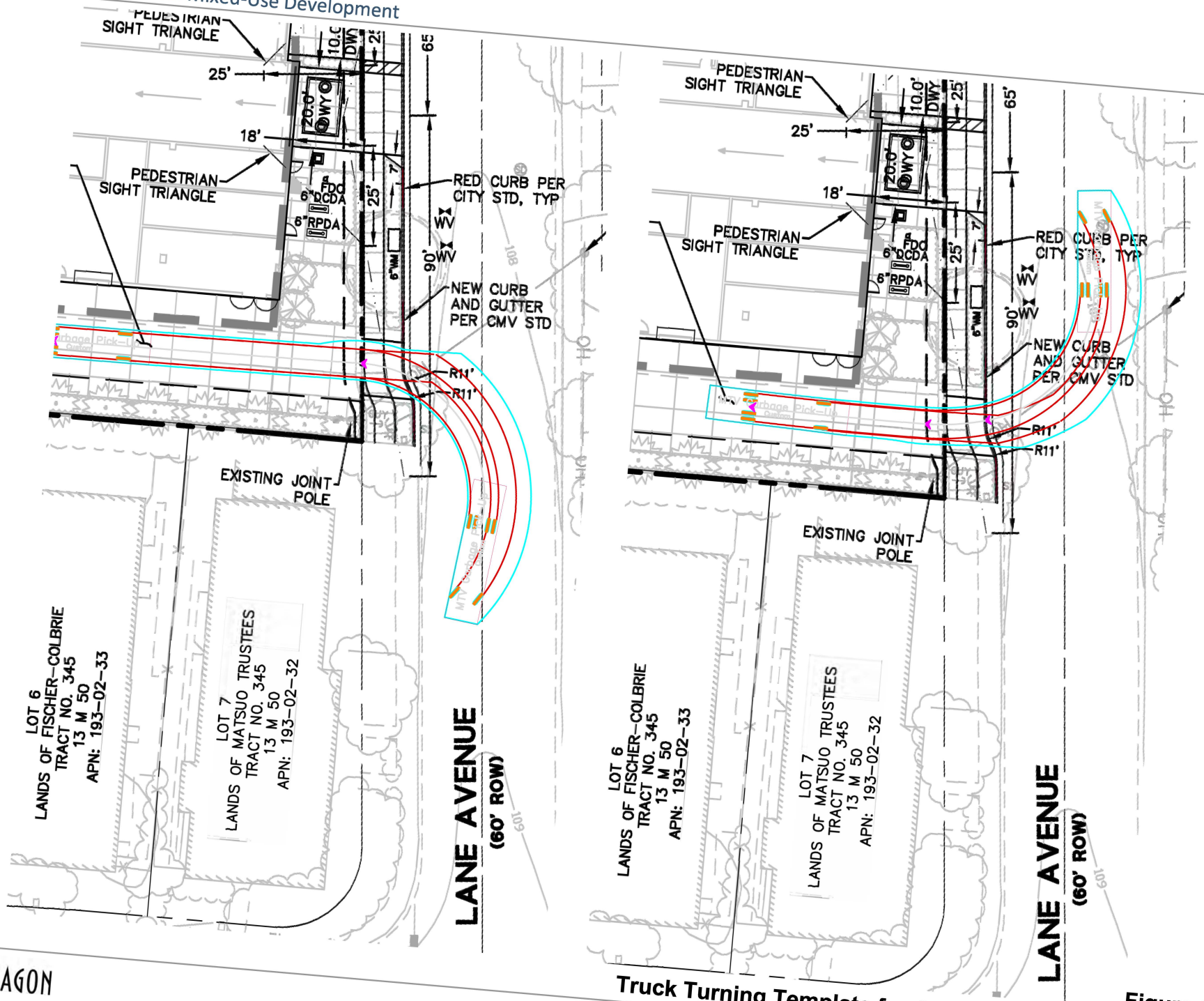
Pedestrian, Bicycle, and Transit Facility Assessment

The following describes the transit, pedestrian and bicycle facilities that serve the site and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the site and nearby destinations.

Pedestrian Operations

Pedestrian Access and Circulation

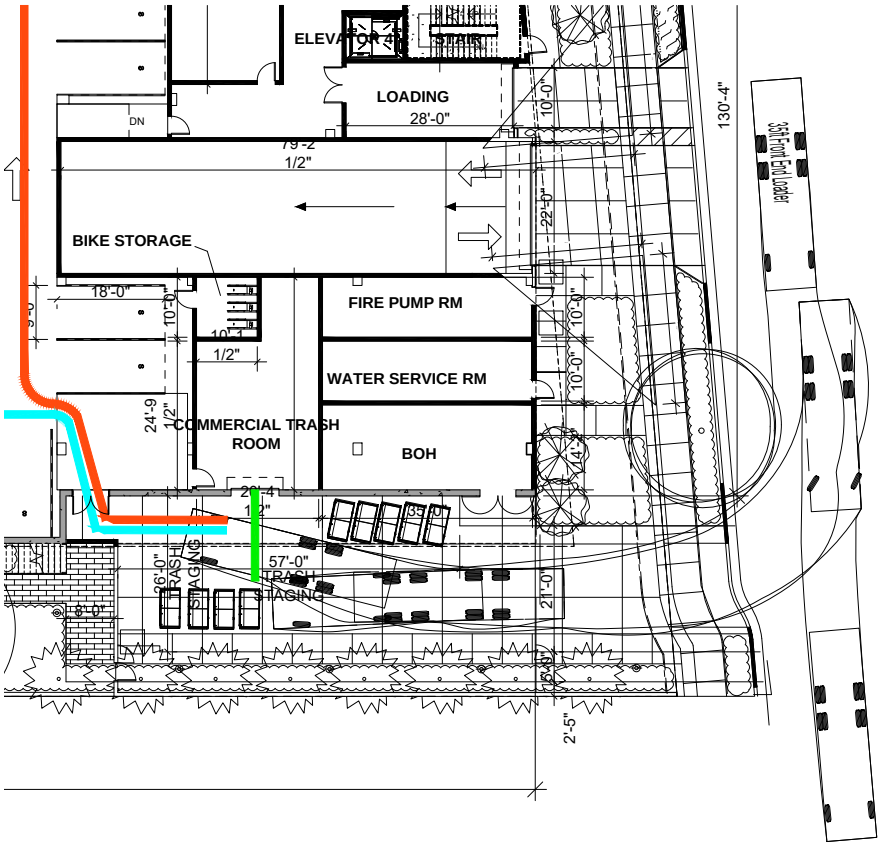
Pedestrian access to the project site is provided via sidewalks on El Camino Real, Castro Street, Victor Way, Lane Avenue, and surrounding streets. Pedestrian walkways would be provided through the site that provide pedestrian access from the project frontage streets to elevators and stairways to the residential units, amenities, and retail uses (see Figure 2). The project would provide 7- to 12-foot-wide sidewalks on El Camino Real, 12-foot sidewalks (7-foot sidewalks and 5 feet of landscaping) on Castro Street, and 10-foot sidewalks (5-foot walk zone and 5 feet of landscaping) on Victor Way and Lane Avenue. The project would also build bulbouts along the project frontage at Lane Avenue/El Camino Real and Castro Street/Victor Way with high visibility crosswalks. The project would provide a high visibility crosswalk across Victor Way at Lane Avenue.



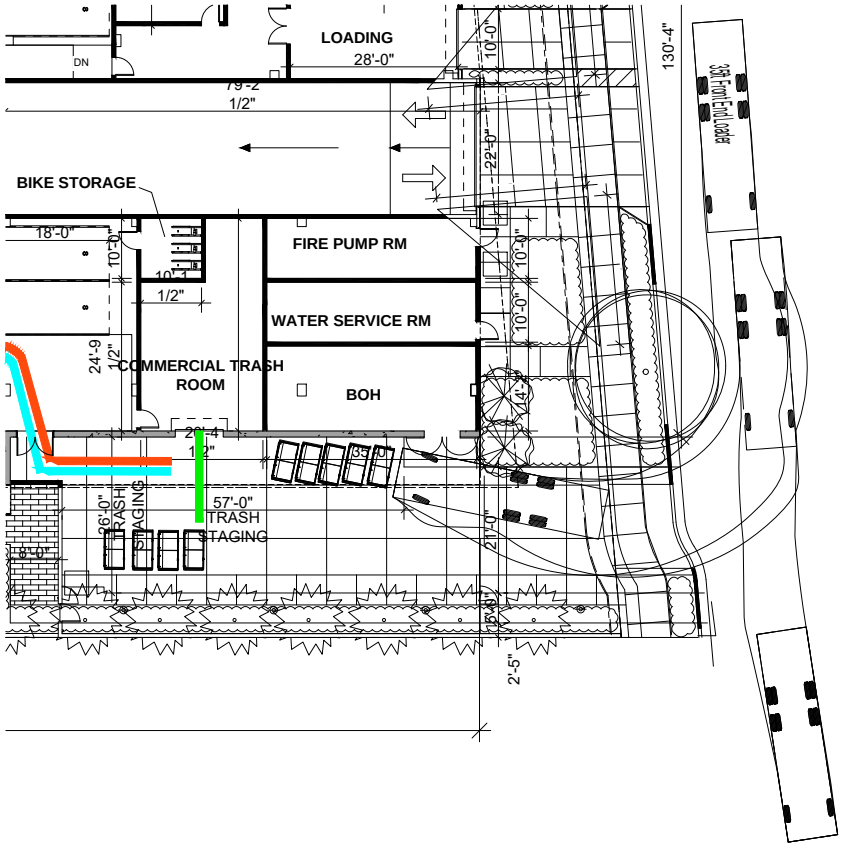
HEXAGON

Truck Turning Template for Garbage Pick-Up - Rear Load

Figure 15



FRONT LOAD TRUCK STUDY - WASTE



FRONT LOAD TRUCK STUDY - RECYCLE

Level 1 | 1/32" = 1'-0"

Figure 16
Truck Turning Template for Garbage Pick-Up - Front Load

NORTH
Not to Scale

ADA Access

Within 0.5 mile of the project site, ADA curb ramps are present at the intersections on El Camino Real between Shoreline Boulevard and Calderon Avenue, Castro Street/Victor Way, Miramonte Avenue/Castro Street, Castro Street/Church Street, Castro Street/Mercy Street, Castro Street/California Street, and Calderon Street/Church Street. Some corners meet current ADA curb ramp designs, such as truncated domes and adequate curb ramp slopes. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The following intersections in the project vicinity include at least one corner that does not include truncated domes, and the ramp slope of these ramps do not appear to meet the current ADA standard:

- Shoreline Boulevard and El Camino Real
- Lane Avenue and El Camino Real
- Calderon Avenue and El Camino Real
- Lane Avenue and Victor Way
- Midblock crossing on Castro Street, south of Mercy Street
- Castro Street and Mercy Street,
- Midblock crossing on Castro Street south of California Street,
- Castro Street and California Street
- West leg of Calderon Avenue and Church Street

The project would build a bulbout and new curb ramp at the southwest corner of Lane Avenue and El Camino Real and the northeast corner of Castro Street and Victor Way. The project would also build new curb ramps to cross the bike lane between the proposed bus island and the sidewalk along the project frontage on El Camino Real. The new curb ramps would be built to ADA standards.

Pedestrian Infrastructure, Safety, and User Experience

Pedestrian facilities in the study area consist of sidewalks and crosswalks. A complete network of sidewalks is present along all of the surrounding streets. Crosswalks with pedestrian signal heads are located at all of the signalized intersections in the project vicinity.

As discussed in the ECRPP, the project is located along a primary pedestrian area. Thus, the frontage should include continuous wide sidewalks, pedestrian-scaled lighting, crosswalk and corner design features, and bicycle parking. The project would update the southwest corner of Lane Avenue and El Camino Real and the northeast corner of Castro Street and Victor Way with new curb ramps and a high visibility crosswalk. The project would also build curb bulbouts at Lane Avenue/El Camino Real and Castro Street/Victor Way along the project frontage.

According to the 2012 General Plan, a neighborhood is walkable when people can travel comfortably and safely on foot to many destinations. Convenient walking distance is considered to be a half mile to a mile, a walk that would take 10 to 20 minutes. Within a half mile of the project site, there are a few restaurants and retail stores (on El Camino Real) and bus stops on El Camino Real and Castro Street.

Although located within one-half mile, access to some of the surrounding land uses and bus stops would require crossing busy arterial streets (El Camino Real). The wide street might be uncomfortable for some pedestrians to cross, but signalized crosswalks are available at the Castro Street/El Camino Real intersection.

Pedestrian Quality of Service

Pedestrian quality of service (PQOS) identifies the level of comfort for pedestrians on any given roadway. Mountain View's Comprehensive Modal Plan (AccessMV), published in May 2021, includes a PQOS map (see Figure 17) that shows continuity or gaps in the pedestrian facilities as indicated with a PQOS score ranging from 1 to 5. A higher PQOS score indicates a low quality of service.

The PQOS metric in the AccessMV document covers the following factors:

- Proximity to a variety of destinations and amenities
- Street connectivity and directness of routes to destinations
- Presence of a continuous network of pedestrian facilities
- Motor vehicle traffic speed; and
- Street width and intersection conditions

Based on the PQOS map, the following streets in the project vicinity have a PQOS greater than 2, which is not desirable:

- El Camino Real (PQOS 5)
- El Monte Street (PQOS 4-5)
- Shoreline Boulevard north of El Camino Real (PQOS 4-5)
- Miramonte Avenue south of Harpster Drive (PQOS 4-5)
- Castro Street between El Camino Real and Miramonte Avenue (PQOS 3-4)

The project would have an adverse effect on pedestrian operations because the project is expected to add vehicle trips to these street segments that have a PQOS score of 3 or more.

The project would provide wider sidewalks with landscaping along the project frontage to enhance the pedestrian environment. The project would also build curb bulbouts, new crosswalks, and new ADA curb ramps along the project frontage. Taking these factors into account, the project is expected to improve the PQOS along El Camino Real and Castro Street along the project frontage.

Bicycle Operations

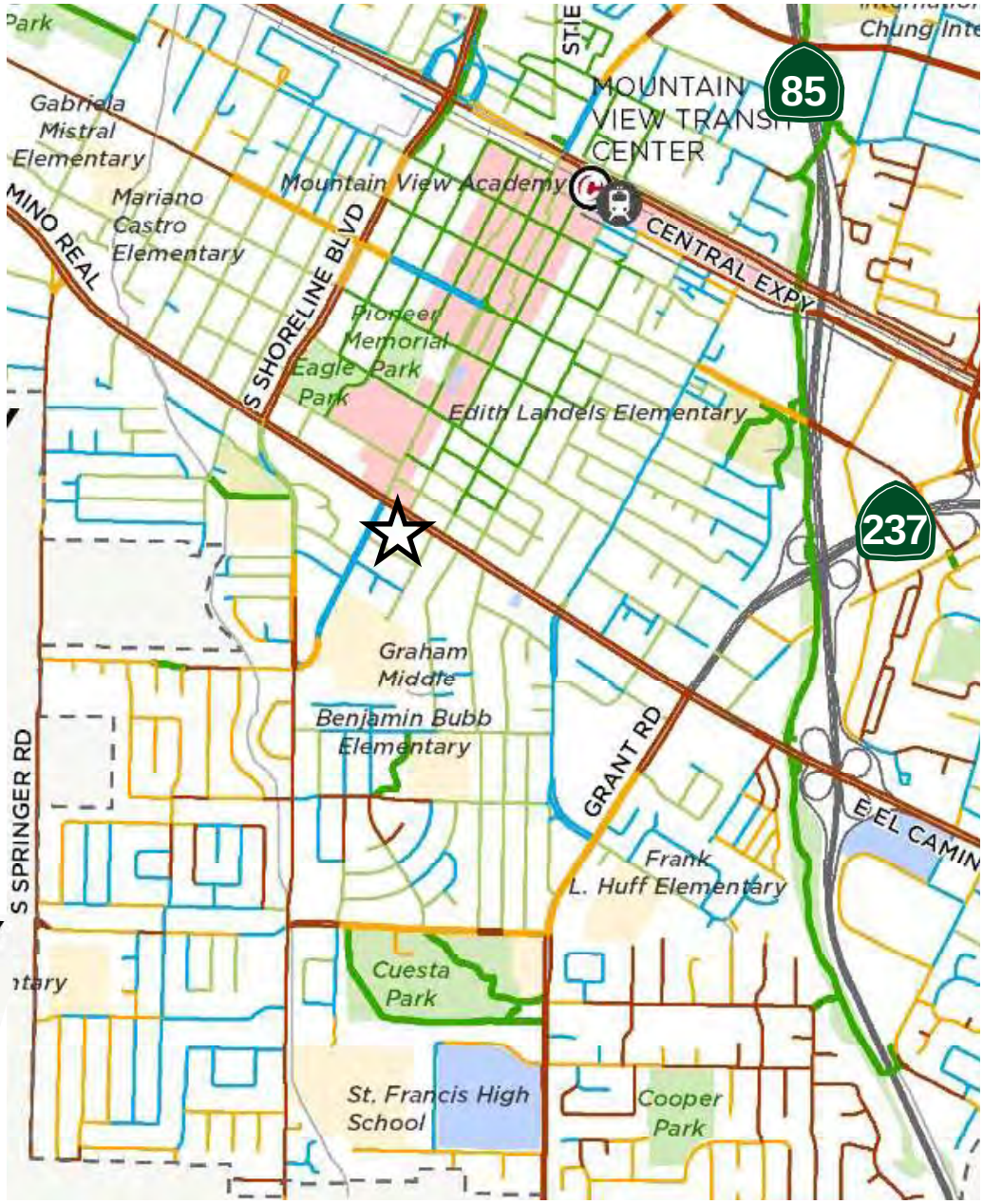
Bicycle Access and Circulation

Bicycle access to the project site is via bike lanes on Shoreline Boulevard and Castro Street south of El Camino Real that connect cyclists from the project site to the surrounding areas. The site plan shows that the project would install a buffered bike lane along El Camino Real (see Figure 2). The project would provide secure bicycle storage in the ground level parking garage for the commercial/retail use and in both levels of the underground parking garage for residents.

Short-term bicycle racks would be placed in well-lit, highly visible locations in front of the residents' lounge in the northeast corner of the building, in front of the retail doors along El Camino Real, within the plaza, near the residential lobby along Castro Street, and on Victor Way east of the driveway.

Bicycle Infrastructure and Safety

In the immediate project vicinity, there are bike lanes on Calderon Avenue/Phyllis Avenue, Shoreline Boulevard, and Castro Street. A buffered bicycle lane is proposed by the project along El Camino Real. The bike lane would run along the south side of the proposed bus island, which would avoid any conflicts between the bus and bicyclists.



Source: Access MV, City of Mountain View, 2021

Figure 17
Pedestrian Quality of Service Map

The 2015 Bicycle Transportation Plan Update evaluates the quality of the bicycle network in the City in terms of connectivity gaps and low stress gaps. The plan identifies spot gaps, corridor gaps, and quality gaps along El Camino Real, Castro Street, and Calderon Avenue. Spot gaps refer to point-specific locations lacking dedicated bicycle facilities or other treatments to accommodate safe and comfortable bicycle travel. Corridor gaps are missing links longer than one mile, while quality gaps are links of an existing bikeway that are deficient or have operational shortcomings. The ECRPP proposes to implement buffered bike lanes on El Camino Real with improved bicycle crossings. It is expected that this bicycle-friendly infrastructure would improve the quality of the bicycle network in the area.

Bicycle Level of Traffic Stress

The City's AccessMV report includes a bicycle level of traffic stress (BLTS) map (see Figure 18) to identify the perceived comfort and safety of existing roads and bikeway facilities from the perspective of cyclists, as indicated with a BLTS score ranging from 1 to 4. A higher BLTS score indicates that the bikeway is comfortable for a more confident adult. A BLTS score of 1 is comfortable for all ages and abilities, a BLTS score of 2 is comfortable for an average adult, while a BLTS score of 4 indicates that the streets are comfortable only for highly confident riders. The metric (ranging from 1 to 4) in the AccessMV document covers the following factors:

- Number of through lanes or street width
- Posted speed limit or prevailing vehicle speed
- Presence and type of bicycle facilities
- Presence of traffic signals

Based on the BLTS map, the following streets in the project vicinity have a BLTS greater than 2, which is undesirable:

- El Camino Real (BLTS 4)
- El Monte Avenue north of Hollingsworth Drive (BLTS 4)
- Shoreline Boulevard/Miramonte Avenue (BLTS 3)

The project would create an adverse effect on bicycle operations, as the project is expected to add vehicle trips to these streets.

The AccessMV report also includes a BLTS map considering the planned bicycle facilities listed in the Caltrans District 4 Bike Plan (2018), the VTA Countywide Bicycle Plan (2018), the City of Mountain View Bicycle Transportation Plan (2015), the Caltrain Bicycle Access and Parking Plan (2008), and several area precise plans, including the ECRPP. With the planned improvements identified in these documents, Miramonte Avenue is expected to continue to have a BLTS score of 3. All other streets in the project area would have a BLTS score of 2 or lower.

The ECRPP proposes to implement buffered bike lanes on El Camino Real, where the project would add vehicle trips. The project would install a buffered bike lane along the project frontage on El Camino Real, which would address the project's adverse effects.

Source: Access MV, City of Mountain View, 2021

Figure 18
Bicycle Level of Traffic Stress

Pedestrian and Bicycle Access to Schools and Eagle Park

The project site is located within the boundary of Bubb Elementary School, Graham Middle School, and Mountain View High School, which are about 0.6-mile south, 0.3-mile south, and 2.3 miles southeast of the project site, respectively. Continuous sidewalks and crosswalks are present between the site and the elementary and middle schools. According to the City's suggested routes to schools, elementary school students would use the alleyway between El Camino Real and Victor Way, Boranda Avenue, and the crossing at the Hans Avenue/Boranda Avenue intersection. Middle School students would use Lane Avenue. Some high school students may wish to bike to school. Bicyclists would have to travel with caution along El Camino Real until reaching the Stevens Creek Trail and following the City's suggested route using Franklin Avenue, Derick Drive, and Brower Avenue to Mountain View High School.

The project site is approximately 0.3 mile away from Eagle Park, located in the northwest corner of Shoreline Boulevard and High School Way. Pedestrian access to Eagle Park would be provided by Castro Street and High School Way. There are continuous sidewalks between Eagle Park and the project site, and high visibility crosswalks are available crossing Castro Street and High School Way/Yosemite Avenue. There are no bicycle facilities between the site and the park. However, bicyclists could travel along Castro Street and High School Way.

Transit Operations

Transit Facilities, Service, and Access

The project site is served by VTA Routes 21, 22, 51, 52, and 522 with bus stops located on El Camino Real, Castro Street, and California Street and is located within one mile of the Mountain View Transit Center. According to the California Public Resources Code Section 21155, a high-quality transit corridor is defined as a corridor with fixed route bus service with a frequency of service interval of 15 minutes or less during peak commute periods. Therefore, the project is located in a transit proximity area because it is within a half mile of bus stops along El Camino Real that serve routes 22 and 522.

The project would relocate the bus shelter/stop along the project frontage on Castro Street 30 feet south of the existing shelter. The shelter would be located near the building behind the sidewalk with a 7-foot walking zone for pedestrians between the shelter and a 5-foot landscaping zone. Thus, adequate pedestrian access would be provided adjacent to the bus stop along the project frontage.

The project would relocate the bus stop along the project frontage on El Camino Real 120 feet west of the existing bus stop. The bus stop would be redesigned to include a bus island to reduce conflicts between bicycles and buses. To access the bus stop, pedestrians would have to cross the proposed bike lane from the sidewalk. Adequate pedestrian access would be provided across the bike lane with ADA curb ramps.

Transit Vehicle Delay

It is expected that the project would generate some transit trips to get to the Mountain View Transit Center or to other destinations. Based on the trip generation estimates shown in Table 5, it was assumed that 2 percent of the residential trips would take transit, which equates to 2 new transit riders during the AM and PM peak hours. This new ridership generated by the project could be accommodated by these existing services.

To assess the project's effect on transit vehicle delay, the delay experienced by each route running through the study intersections was estimated based on the average vehicle delay that is calculated as part of the intersection level of service analysis. Table 11 summarizes the bus travel times through the study area and the increase in transit vehicle delays with the addition of the project traffic. VTA has not established policies or adverse effect criteria related to transit vehicle delay. Therefore, this analysis is

presented for information purposes only. The results show that the project would result in a minimal increase (less than 5 seconds per vehicle) in transit travel time for the bus routes in the study area.

Table 11
Transit Vehicle Delay in Study Area

Bus Route	Study Area Street(s)	Direction	Projected Change in Transit Vehicle Delay (sec/veh) AM	PM
22	El Camino Real	Eastbound	1.1	4.1
		Westbound	0.8	0.4
51	Castro Street	Northbound	-1.0	0.5
		Southbound	0.5	2.4
52	El Camino Real, Castro Street	Northbound	0.1	-0.3
		Southbound	-0.8	2.3
522	El Camino Real	Eastbound	1.1	4.1
		Westbound	0.8	0.4

Note:
Projected increase in transit delay based on a comparison of background vs. background plus project intersection movement delays calculated by TRAFFIX.

El Camino Real Bus Island Design

There is an existing bus duck out located along the project frontage on El Camino Real for VTA Routes 22 and 522. The project would relocate the bus stop 120 feet west of the existing bus stop and redesign the duck out to include a bus island. With the project, the proposed bus pad would be starting 130 feet east of the Castro Street/El Camino Real intersection. Because the bus duck out would be separated from the travel lane with 10 feet of vehicle travel lane next to the bus duck out, buses accessing the bus stop are not expected to block the travel lane. Therefore, although the bus stop would be closer to the Castro Street/El Camino Real intersection, it is not expected to adversely affect the eastbound traffic flow on El Camino Real.

The bus pad is proposed to be 150 feet long, which would fit two buses with a maximum length of 60 feet. Based on the 15-minute headway of Routes 22 and 522, it is likely that there would be a bus every 5 to 10 minutes. Therefore, the probability of two or more buses at the same time would be low, and the buses at the stop are not expected to spill out the bus pad or block the travel lane.

With the bus island, the bus would not have to cross the bike lane to arrive at the bus stop, which provides added safety for bicyclists. Although pedestrians would have to cross the bike lane to get to the bus island from the sidewalk along the project frontage, it is not expected to cause an issue because bicycles typically travel with a lower speed and adequate sight distance would be provided at the crossing.

Effects on Surrounding Neighborhood Streets

Direct access to the project site is via El Camino Real, Victor Way, and Lane Avenue. El Camino Real is a major arterial and already serving office and commercial uses in the project vicinity. Victor Way and Lane Avenue are short local streets that only serve residential developments, including the project's residential use. Based on the site location and driveway locations, it is unlikely that the retail trips would use Victor Way or Lane Avenue to get to El Camino Real. Vehicles accessing eastbound El Camino Real would be more likely to exit the site via the El Camino Real driveway. Lane Avenue would not

provide access to the retail garage. Retail trips at the Victor Way driveway would make a left turn into the driveway and a right turn out of the driveway, using the Castro Street/Victor Way intersection. The residential trips traveling to and from Castro Street in the south and to El Camino Real to the west would have to use Victor Way and Lane Avenue but should not be considered cut-through traffic.

Neighborhood Traffic Assessment

Hexagon conducted average daily traffic and speed counts along Victor Way west of Lane Avenue and along Lane Avenue south of El Camino Real in November 2022. A summary of these counts and the 85th percentile travel speed is shown in Table 12. The speed and volume counts are included in Appendix A.

The City of Mountain View's *Neighborhood Traffic Management Program* (NTMP) provides a set of criteria to determine if traffic calming is warranted on neighborhood streets. The segments along Victor Way and Lane Avenue are considered local residential streets with a speed limit of 25 mph. Criteria for these streets, provided in Step 2 of the NTMP, states that a speed survey would verify traffic concerns and warrant further evaluation if 15 percent of the vehicles on the street exceed 31 mph. Based on the speed counts, the 85th percentile speeds on Victor Way and Lane Avenue were found to be below the City's threshold.

Lane Avenue currently carries 1,103 vehicles per day, and the project is expected to add 366 daily trips to Lane Avenue between the residential driveway and Victor Way, based on the ratio of daily project trips to the total AM and PM peak hour trips. The project traffic would add about 25 percent to the existing traffic on the street. However, the total daily traffic would still be within the range for local residential streets. The Mountain View's NTMP does not define the average daily traffic (ADT) range for a local residential street. However, based on the traffic calming programs in local jurisdictions, streets with a posted speed limit of 25 mph and ADT ranging from 1,000 to 2,000 vehicles per day are typically considered residential streets.

Table 12
Average Daily Traffic and Speed on Lane Avenue and Victor Way

Street Segment	Dir	85th Percentile Speed (mph)	Existing ADT Counts[1]	Project Trips	Existing Plus Project	% Change
Lane Avenue between the project driveway and Victor Way	NB	24	656	93	749	
	SB	20	447	273	720	
	Total		**1,103**	**366**	**1,469**	**25%**
Victor Way between Lane Avenue and the project driveway	EB	19	259	93	352	
	WB	18	163	273	436	
	Total		**422**	**366**	**788**	**46%**

Notes:
ADT = Average Daily Traffic
1. 24-hour tube counts were conducted on November 16, 2022.

Victor Way currently carries 422 vehicles per day, and the project is expected to add 366 daily trips to Victor Way between the commercial driveway and Lane Avenue. Because traffic on Victor Way is low, the project traffic would add about 46 percent to the existing traffic on the street. However, the total daily traffic would still be within the range for local residential streets.

Because the project trips accessing the site via Victor Way and Lane Avenue are not considered cut-through traffic, and the 85th percentile speeds on Victor Way and Lane Avenue are below the City's threshold for traffic calming measures, traffic calming measures are not recommended for Victor Way and Lane Avenue adjacent to the site.

The project would implement high visibility crosswalks at the Lane Avenue/El Camino Real and Lane Avenue/Victor Way intersections. Curb bulbouts would also be installed at the southwest corner of the Lane Avenue/El Camino Real intersection and the northeast corner of the Castro Street/Victor Way intersection. High visibility crosswalks increase awareness of pedestrians and alert drivers to slow down. Curb bulbouts create narrowed roadways and reduce turn radii at the intersections, which may also reduce the vehicle travel speed. These project features would provide traffic calming for vehicles traveling though Victor Way and Lane Avenue next to the project site.

Cut-Through Traffic on Alleyway

Community members have expressed concerns about cut through traffic along the alleyway between Bonita Avenue and Lane Avenue, south of El Camino Real. Drivers traveling westbound on El Camino Real can turn left at Bonita Avenue and use the alley to reach southbound Lane Avenue instead of making a U-turn at Castro Street. Because the project's residential driveway would be located across from the alleyway, the project's residents could also use this cut-through route. There would potentially be up to an additional 12 trips during the AM peak hour and 31 trips during the PM peak hour that would use the alleyway.

Parking

Vehicle Parking

Vehicle parking for the project was reviewed per the City of Mountain View requirements (see Table 13). For multi-family residential units, the ECRPP requires one space for each studio and one-bedroom unit and two spaces for two- or more bedroom units. Fifteen percent of the required parking must be available for guests. The ECRPP does not have a requirement for banks and retail parking; thus, the City's Zoning Code requirements were used. The Zoning Code requires one space for 300 s.f. plus one space per ATM for banks and one space for 250 s.f. of gross floor area for retail. Thus, based on the City's requirements, the project should provide 373 spaces for residential use (including 56 spaces for residential guests) and 104 spaces for commercial use. Because the project is located within 1,000 feet of the bus stops along El Camino Real for Routes 22 and 522, the ECRPP allows up to a 10 percent reduction in the parking requirements if applicants provide a map or calculation and evidence showing that the project will benefit from the transit access. With the parking reduction, the project should provide 335 spaces for residential use (including 50 spaces for residential guests) and 95 spaces for commercial use.

Table 13
Vehicle Parking Requirements

Land Use	Required Parking Rate[1]	Size	Required Spaces	With Reduction[2]
Residential	1 space per studio and 1-bedroom, 2 spaces per 2+ bedroom	49 studio units	49	44
		176 1-bedroom units	176	158
		74 2-bedroom units	148	133
Residential Subtotal		299 units	***373***	***335***
Proposed Residential Spaces				***344***
Retail	1 space per 250 s.f.	8,747 s.f.	35	32
Restaurant	1 space per 100 s.f.	2,497 s.f.	25	23
	+ 1 space per 2.5 seats	10 seats	4	4
Bank	1 space per 300 s.f.	11,109 s.f.	37	33
	+ 1 space per ATM	3 ATMs	3	3
Commercial Subtotal			**104**	**95**
Proposed Commercial Spaces				***117***

Notes:
s.f. = square feet
1. Vehicular parking requirements per the ECRPP and the City's Zoning Code.
2. Because the project is located within 1,000 feet of a rapid bus bus stop, it can qualify for up to a 10 percent reduction in the parking requirement if applicants provide a map or calculation and evidence that the project will benefit from the transit access.

The project proposes a total of 461 parking spaces: 344 spaces for residential use (including 51 spaces for residential guests in Level P1) and 117 spaces for commercial use (including 11 spaces for the residential leasing office). The proposed number of off-street parking spaces would meet the ECRPP parking requirements with the 10 percent reduction from being within 1,000 feet of rapid bus stops.

The existing Chase Bank would remain open during construction, and therefore, sufficient parking should continue to be provided. The project would provide 20 surface parking spaces during construction (see Figure 19). The bank would provide 3 ATMs, and based on the City's parking requirement described above, the interim parking plan would be sufficient.

Bicycle Parking

The bicycle parking requirements for the project were calculated based on the City of Mountain View Zoning Ordinance, Section 36.32.50 (see Table 14). The residential bicycle parking requirement is one long-term space per unit and one short-term space per 10 units. Thus, the residential use would require 299 long-term spaces and 30 short-term spaces. The project would provide 380 long-term residential bicycle parking spaces within bicycle storage rooms on levels P1 and P2 of the residential garage. The project would provide 12 bike racks (24 short-term parking spaces) within the site near residential entrances. Therefore, the proposed bicycle parking spaces would meet the City's bicycle parking requirement.

Figure 19
Chase Bank Interim Parking Plan

The zoning code does not specify the requirements for long-term and short-term parking for commercial uses, which are based on the City's Bicycle Parking Guidelines. The project would require one long-term space for the bank and 4 short-term spaces for retail, restaurant, and the bank. The project would provide 12 long-term commercial parking spaces within the ground level of the garage and 10 short-term spaces in well-lit, highly visible locations surrounding the property.

Table 14
Bicycle Parking Requirements

Land Use	Required Parking Rate[1]	Size	Required Spaces[2]		
			Long-Term	Short-Term	Total
Residential	1 space per unit + 1 space per 10 units for guests	299 d.u	299	30	329
Retail	5 percent of vehicle spaces	35 spaces	0	2	2
Restaurant	5 percent of vehicle spaces	29 spaces	0	1	1
Bank	5 percent of vehicle spaces	40 spaces	1	1	2
Total Required Spaces			**300**	**34**	***334***
Proposed Spaces			***392***	***34***	***426***

Notes:
d.u. = dwelling units
1. Bicycle parking requirements per the Mountain View Zoning Code
2. According to the City's Bicycle Parking Guidelines, 60% of the required bicycle parking spaces should be provided in short-term bicycle parking facilities for restaurants and banks and 80% should be provided in short-term bicycle parking for retail.

Recommendations

Table 15 summarizes the recommended changes to the project based on the analysis and evaluation discussed previously.

Table 15
Recommended Changes to Project

Section	Recommendation
Project Driveways	Reduce the El Camino Real and Victor Way driveways to 22 feet. Move the garage gates on Victor Way and El Camino Real farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during retail business hours (typically from 6:00 AM to 9:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate. Move the garage gate on Lane Avenue farther into the garage to provide inbound stacking space (at least 50 feet) for two vehicles between the gate and sidewalk, or keep the garage entry gates open during the time period of the day when most inbound vehicle trips are likely to occur (typically from 3:00 PM to 7:00 PM) with a minimum of 20 feet of stacking space. If the gates open towards the street, the stacking space shall be measured between the back of sidewalk and the extended fully open length of the gate. Consolidate the Victor Way driveways into one driveway and the Lane Avenue driveways into two driveways to reduce conflict points with bicyclists and pedestrians. Remove obstructions including building encroachment within the pedestrian sight triangles at each driveway to ensure compliance with the City's standard detail A-22. Install red curbs along the entire project frontage on Lane Avenue. Install red curbs on Victor Way between the project driveways and Castro Street.
On-Site Circulation	Provide a turnaround space at the dead-end aisles in the P1 and P2 levels of the residential garage to provide adequate circulation or assign parking spaces to residents to avoid residents entering the dead-end aisle without finding a parking space.
Passenger Loading	Designate some parking spaces in the ground-floor parking garage as short-term passenger loading spaces for residential and commercial uses.
Truck Access and Circulation	Widen the Lane Avenue driveway to the trash staging/pick-up area to 20 feet to accommodate the front load garbage trucks or design the staging area to accommodate rear load garbage trucks. Turning templates have to be verified with final design and curb alignment. The loading driveway on Lane Ave shall be removed, because it would create additional conflict areas for children using the designated suggested route to Graham Middle School. Additionally, the proposed loading driveway would create maneuver and visibility conflicts with cyclists, pedestrians and vehicles using the adjacent garage entrance and sidewalk. Design the 13-foot driveway on Victor Way for the transformer maintenance/service area as a rolled curb rather than a standard driveway cut, to minimize potential confusion with access and use of the Victor Way driveway for the transformer maintenance/service

749 W. El Camino Real Office and Hotel Development
Multi-modal Transportation Analysis

Technical Appendices

June 8, 2023

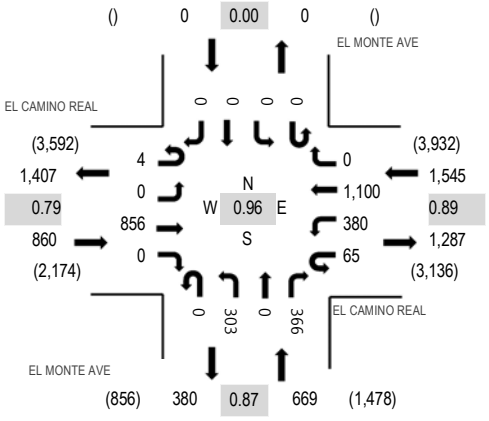
Appendix A

Traffic Counts

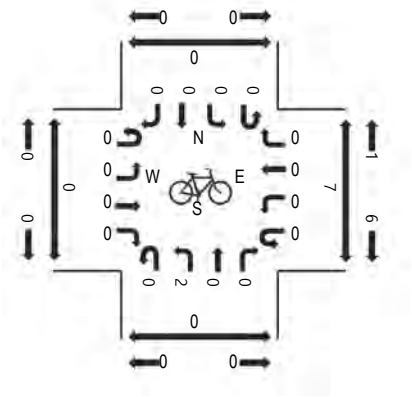
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 EL MONTE AVE & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

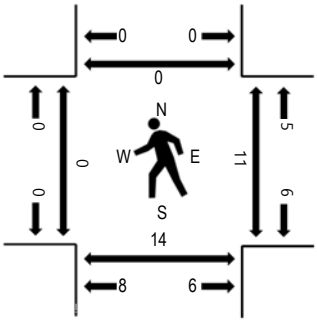
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				EL MONTE AVE Northbound				EL MONTE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	0	117	0	14	37	182	0	0	15	0	31	0	0	0	0	397	2,115	0	0	2	0
7:15 AM	1	0	99	0	12	50	245	0	0	20	0	32	0	0	0	0	459	2,478	0	1	2	0
7:30 AM	1	0	148	0	10	74	252	0	0	31	0	42	0	0	0	0	558	2,776	0	3	2	0
7:45 AM	0	0	220	0	15	106	248	0	0	50	0	62	0	0	0	0	701	3,018	0	4	4	0
8:00 AM	0	0	184	0	23	104	310	0	0	53	0	86	0	0	0	0	760	3,074	0	2	3	0
8:15 AM	1	0	177	0	15	104	295	0	0	74	0	91	0	0	0	0	757	2,916	0	4	1	0
8:30 AM	2	0	271	0	11	93	225	0	0	96	0	102	0	0	0	0	800	2,751	0	5	3	0
8:45 AM	1	0	224	0	16	79	270	0	0	80	0	87	0	0	0	0	757	2,538	0	0	7	0
9:00 AM	2	0	176	0	20	47	199	0	0	72	0	86	0	0	0	0	602	2,395	0	5	4	0
9:15 AM	0	0	189	0	17	55	207	0	0	68	0	56	0	0	0	0	592		0	3	3	0
9:30 AM	1	0	160	0	13	54	223	0	0	72	0	64	0	0	0	0	587		0	4	1	0
9:45 AM	3	0	196	0	16	53	238	0	0	54	0	54	0	0	0	0	614		0	2	0	0

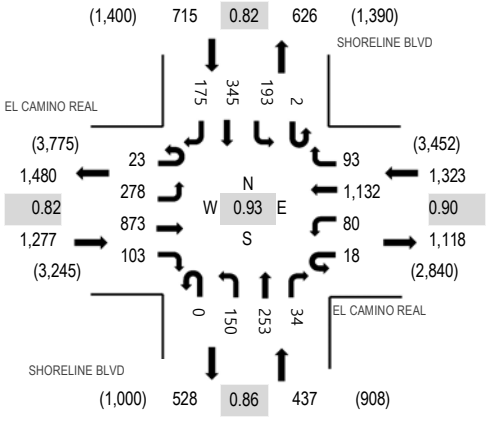
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	4	0	0	0	0	1	0	0	0	0	8
Lights	4	0	820	0	65	376	1,074	0	0	301	0	355	0	0	0	0	2,995
Mediums	0	0	33	0	0	4	22	0	0	2	0	10	0	0	0	0	71
Total	4	0	856	0	65	380	1,100	0	0	303	0	366	0	0	0	0	3,074

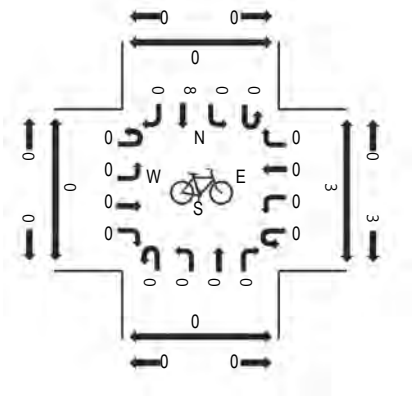
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SHORELINE BLVD & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

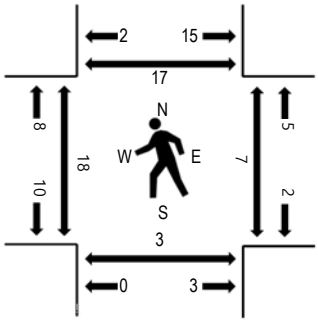
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SHORELINE BLVD Northbound				SHORELINE BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	28	117	11	2	5	204	9	0	8	8	1	0	19	15	18	447	2,520	1	3	0	0
7:15 AM	1	22	132	13	1	8	246	12	0	18	13	0	0	24	31	24	545	3,078	0	0	1	1
7:30 AM	4	34	152	11	3	20	281	12	0	12	14	2	0	37	38	21	641	3,505	3	0	1	3
7:45 AM	6	58	204	27	3	25	286	14	0	33	43	6	0	47	93	42	887	3,752	8	2	2	1
8:00 AM	4	54	193	41	5	23	319	28	0	53	71	8	2	53	106	45	1,005	3,750	3	0	0	2
8:15 AM	3	67	193	22	4	15	281	28	0	35	93	13	0	51	111	56	972	3,455	3	1	0	10
8:30 AM	10	99	283	13	6	17	246	23	0	29	46	7	0	42	35	32	888	3,189	4	4	1	4
8:45 AM	9	79	247	14	6	22	244	12	0	45	78	8	2	26	52	41	885	2,928	5	1	1	1
9:00 AM	9	66	186	16	4	17	201	19	0	35	70	8	3	29	31	16	710	2,735	2	0	1	0
9:15 AM	9	65	207	10	3	16	238	12	0	21	27	6	1	35	31	25	706		0	1	0	0
9:30 AM	6	37	183	15	4	13	226	17	0	13	24	3	0	26	28	32	627		1	2	0	0
9:45 AM	3	47	213	20	7	15	231	19	0	25	31	1	3	30	20	27	692		0	3	3	2

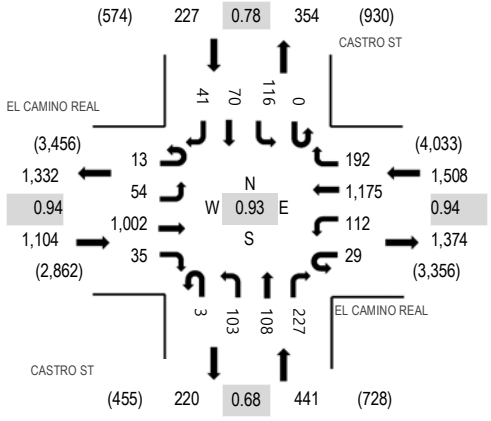
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	1	0	0	3	0	0	0	0	0	0	1	0	0	9
Lights	23	271	847	98	18	79	1,092	89	0	150	253	34	1	187	345	172	3,659
Mediums	0	7	22	4	0	1	37	4	0	0	0	0	1	5	0	3	84
Total	23	278	873	103	18	80	1,132	93	0	150	253	34	2	193	345	175	3,752

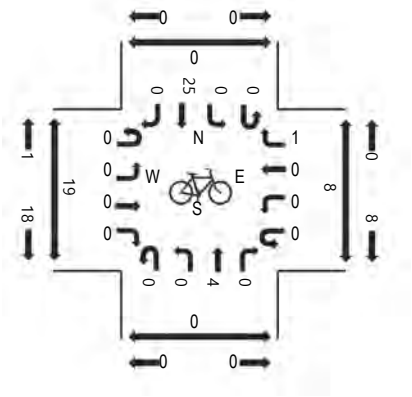
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CASTRO ST & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

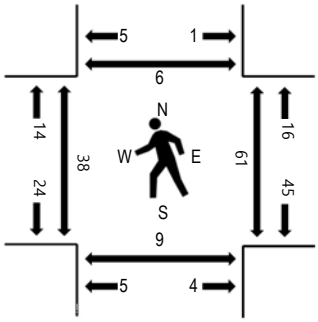
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	4	4	132	3	3	6	205	28	0	1	5	5	0	13	2	4	415	2,317	4	1	1	0
7:15 AM	1	6	150	3	3	9	247	31	0	4	2	9	0	14	3	8	490	2,757	6	5	2	0
7:30 AM	2	5	181	7	2	19	286	46	0	3	10	14	0	21	11	14	621	3,149	3	3	6	1
7:45 AM	3	13	244	8	5	35	323	38	0	16	14	49	0	25	14	4	791	3,280	9	14	4	0
8:00 AM	2	11	240	15	9	23	308	42	2	30	40	67	0	29	26	11	855	3,265	9	30	3	1
8:15 AM	4	14	245	5	7	32	291	47	1	49	28	83	0	37	26	13	882	3,060	8	10	1	3
8:30 AM	4	16	273	7	8	22	253	65	0	8	26	28	0	25	4	13	752	2,853	12	7	1	2
8:45 AM	2	24	274	3	8	23	271	67	2	3	21	26	0	43	4	5	776	2,704	5	2	5	1
9:00 AM	8	14	202	6	7	20	241	59	1	5	9	30	0	25	14	9	650	2,615	5	7	3	0
9:15 AM	5	16	233	12	5	13	240	52	2	9	24	10	0	34	6	14	675		15	7	1	2
9:30 AM	1	14	189	4	6	14	237	39	0	11	9	23	0	34	14	8	603		10	10	1	0
9:45 AM	2	20	225	6	7	20	260	51	0	5	20	24	0	30	8	9	687		10	4	4	0

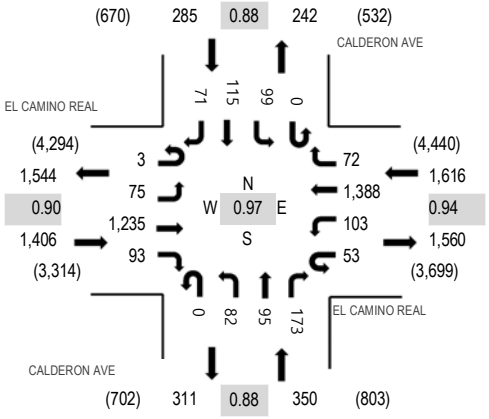
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Lights	13	53	973	34	29	111	1,139	191	3	100	103	227	0	115	62	37	3,190
Mediums	0	1	25	1	0	1	32	1	0	3	5	0	0	1	8	4	82
Total	13	54	1,002	35	29	112	1,175	192	3	103	108	227	0	116	70	41	3,280

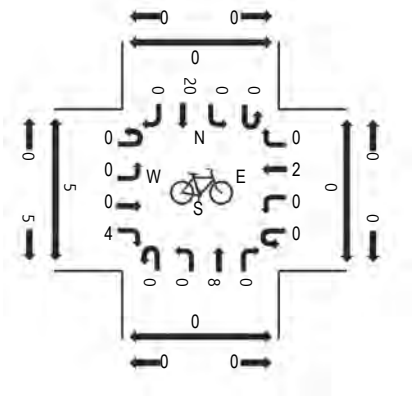
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 CALDERON AVE & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

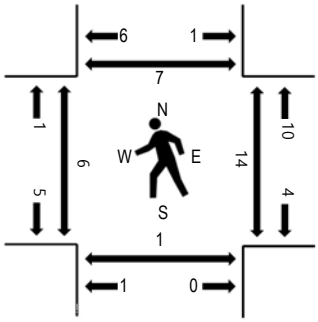
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CALDERON AVE Northbound				CALDERON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	3	2	100	9	6	8	226	6	0	10	12	15	0	12	9	10	428	2,626	1	3	3	0
7:15 AM	3	5	193	15	3	14	310	9	0	15	10	24	0	19	5	6	631	3,108	2	2	1	1
7:30 AM	0	7	194	14	5	20	365	13	0	9	12	25	0	24	18	13	719	3,424	2	6	2	1
7:45 AM	0	13	234	22	9	38	379	8	0	22	13	31	0	20	39	20	848	3,578	2	8	1	0
8:00 AM	0	17	283	29	10	22	349	15	0	24	19	53	0	30	39	20	910	3,657	4	3	0	0
8:15 AM	2	13	342	33	10	32	348	15	0	15	20	35	0	24	46	12	947	3,487	0	7	0	4
8:30 AM	0	17	283	17	13	23	338	21	0	20	32	47	0	18	25	19	873	3,266	2	2	1	1
8:45 AM	1	28	327	14	20	26	353	21	0	23	24	38	0	27	5	20	927	3,119	0	2	0	2
9:00 AM	0	12	240	14	15	10	309	19	1	20	16	40	0	22	10	12	740	2,944	0	2	0	1
9:15 AM	6	13	236	21	12	7	299	17	0	16	17	30	0	23	16	13	726		0	3	0	1
9:30 AM	0	10	255	21	11	14	295	21	0	17	13	23	1	26	10	9	726		4	1	0	2
9:45 AM	3	7	231	25	13	14	326	23	0	21	11	30	0	18	17	13	752		0	6	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0	11
Lights	3	74	1,203	92	52	103	1,345	71	0	82	93	171	0	98	113	70	3,570
Mediums	0	1	26	1	1	0	38	1	0	0	2	2	0	1	2	1	76
Total	3	75	1,235	93	53	103	1,388	72	0	82	95	173	0	99	115	71	3,657

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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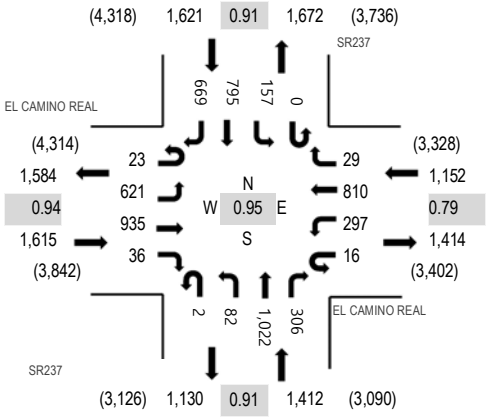
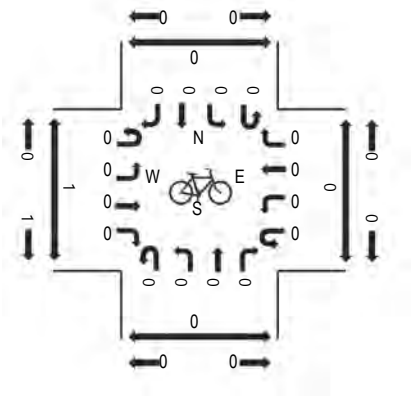
Location: 5 SR237 & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

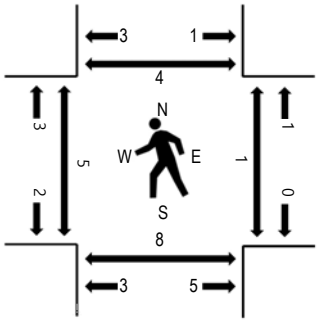
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SR237 Northbound				SR237 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	1	54	96	8	1	62	141	3	1	9	77	33	1	26	130	117	760	4,242	0	0	2	1
7:15 AM	1	78	129	2	0	48	141	9	1	9	93	30	0	30	207	140	918	4,951	3	2	5	1
7:30 AM	2	109	155	1	5	69	200	1	0	15	142	37	0	29	263	189	1,217	5,432	2	0	5	0
7:45 AM	7	118	197	6	1	96	286	4	0	21	161	75	0	25	189	161	1,347	5,628	0	2	0	1
8:00 AM	4	152	218	12	5	64	190	7	0	19	247	100	0	42	214	195	1,469	5,800	1	0	4	2
8:15 AM	7	145	226	8	6	83	202	7	0	10	202	58	0	43	237	165	1,399	5,588	2	0	4	2
8:30 AM	8	153	247	7	2	56	208	6	1	31	284	73	0	32	142	163	1,413	5,300	2	0	0	0
8:45 AM	4	171	244	9	3	94	210	9	1	22	289	75	0	40	202	146	1,519	4,953	0	1	0	0
9:00 AM	3	130	189	9	3	79	188	13	0	13	213	80	0	39	189	109	1,257	4,536	3	0	1	0
9:15 AM	4	148	193	6	5	73	174	17	0	23	144	56	0	27	134	107	1,111		2	0	4	0
9:30 AM	5	104	152	10	3	63	186	8	1	18	170	56	2	47	140	101	1,066		6	2	2	2
9:45 AM	4	132	168	6	7	71	208	11	1	20	121	58	1	36	131	127	1,102		2	0	0	0

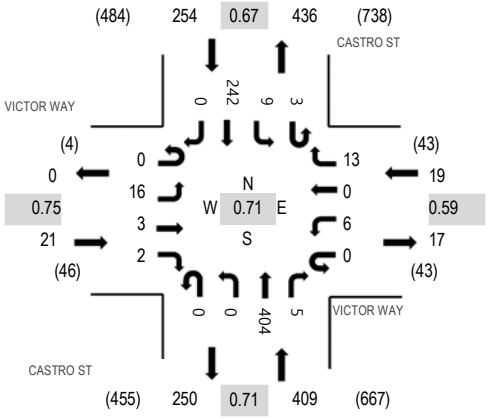
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	1	0	0	0	0	0	0	0	1	0	0	3	2	10
Lights	23	610	918	34	16	294	797	29	2	80	1,012	302	0	155	777	647	5,696
Mediums	0	9	16	1	0	3	13	0	0	2	10	3	0	2	15	20	94
Total	23	621	935	36	16	297	810	29	2	82	1,022	306	0	157	795	669	5,800

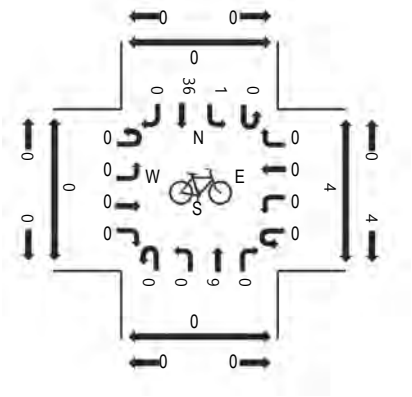
(303) 216-2439
www.alltrafficdata.net

Location: 6 CASTRO ST & VICTOR WAY AM
Date: Wednesday, November 16, 2022
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

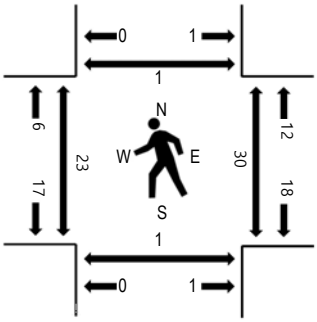
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VICTOR WAY Eastbound				VICTOR WAY Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	2	0	1	0	2	0	0	9	0	0	2	10	0	26	275	2	4	0	0
7:15 AM	0	0	0	1	0	0	0	1	0	0	13	0	2	1	11	0	29	498	3	2	0	0
7:30 AM	0	4	1	1	0	1	0	2	0	0	23	0	1	4	41	0	78	687	1	2	0	0
7:45 AM	0	3	2	0	0	2	0	5	0	0	76	1	3	1	49	0	142	703	12	10	1	1
8:00 AM	0	5	0	1	0	3	0	5	0	0	132	2	0	4	97	0	249	651	6	8	0	0
8:15 AM	0	3	0	0	0	1	0	0	0	0	143	1	0	2	68	0	218	495	3	11	0	0
8:30 AM	0	5	1	1	0	0	0	3	0	0	53	1	0	2	28	0	94	343	2	1	0	0
8:45 AM	0	2	0	0	0	2	0	4	0	1	48	2	1	1	29	0	90	323	4	3	0	0
9:00 AM	0	3	0	0	0	2	0	2	0	0	52	0	1	5	27	1	93	314	3	2	0	0
9:15 AM	0	4	0	4	0	0	0	2	0	0	28	0	3	4	19	2	66		2	2	0	0
9:30 AM	0	0	0	1	0	0	0	2	0	0	42	0	3	4	22	0	74		5	2	0	1
9:45 AM	0	2	0	0	0	1	0	2	0	0	40	0	4	2	30	0	81		6	5	0	2

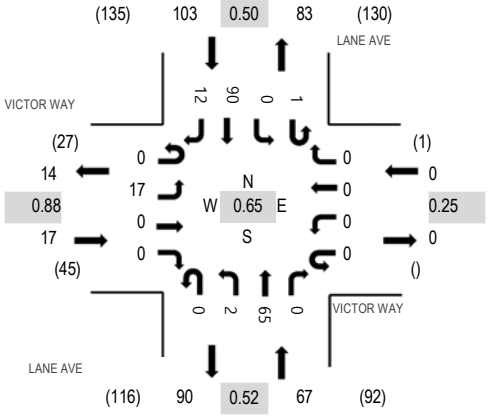
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights	0	16	3	2	0	6	0	13	0	0	400	5	3	8	230	0	686
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	12	0	16
Total	0	16	3	2	0	6	0	13	0	0	404	5	3	9	242	0	703

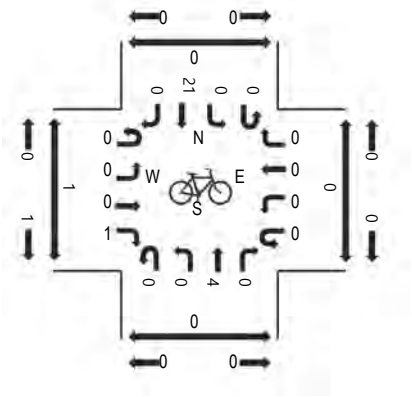
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 LANE AVE & VICTOR WAY AM
Date: Wednesday, November 16, 2022
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

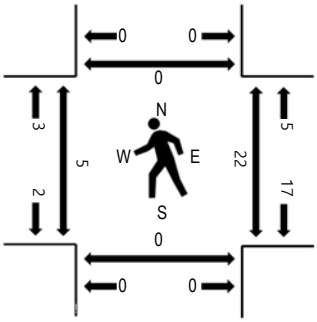
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VICTOR WAY Eastbound				VICTOR WAY Westbound				LANE AVE Northbound				LANE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	3	0	0	0	0	0	0	0	0	4	0	0	0	4	2	13	81	0	1	0	0
7:15 AM	0	4	0	1	0	0	0	0	0	0	4	0	0	0	4	0	13	140	0	1	0	0
7:30 AM	0	2	0	0	0	0	0	0	0	0	6	0	0	0	11	3	22	187	0	3	0	0
7:45 AM	0	6	0	0	0	0	0	0	0	0	11	0	0	0	13	3	33	176	3	5	0	0
8:00 AM	0	3	0	0	0	0	0	0	0	2	16	0	1	0	45	5	72	150	1	9	0	0
8:15 AM	0	6	0	0	0	0	0	0	0	0	32	0	0	0	21	1	60	93	1	5	0	0
8:30 AM	1	4	0	1	0	0	0	0	0	0	0	0	0	0	2	3	11	39	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	0	0	1	1	0	0	0	2	1	7	39	0	1	0	0
9:00 AM	0	3	0	0	0	0	0	0	0	0	3	0	0	0	6	3	15	42	0	0	0	0
9:15 AM	0	3	0	0	0	0	0	0	0	0	1	0	0	0	1	1	6		0	0	0	0
9:30 AM	0	4	0	1	0	0	0	0	0	0	4	0	0	0	2	0	11		0	0	0	0
9:45 AM	0	1	0	0	0	1	0	0	0	1	6	0	0	0	1	0	10		0	0	0	0

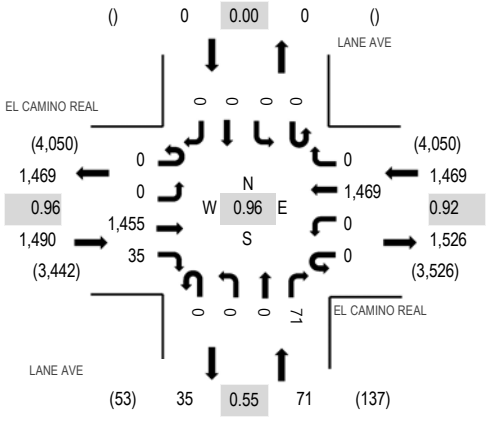
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	16	0	0	0	0	0	0	0	2	64	0	1	0	86	12	181
Mediums	0	1	0	0	0	0	0	0	0	0	1	0	0	0	4	0	6
Total	0	17	0	0	0	0	0	0	0	2	65	0	1	0	90	12	187

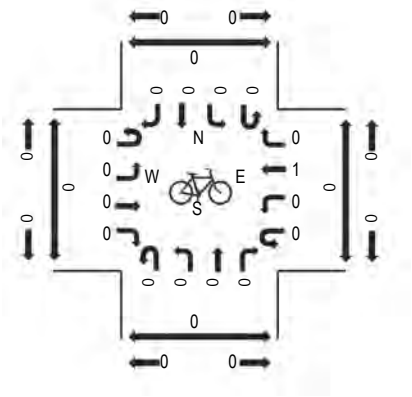
(303) 216-2439
www.alltrafficdata.net

Location: 8 LANE AVE & EL CAMINO REAL AM
Date: Wednesday, November 16, 2022
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

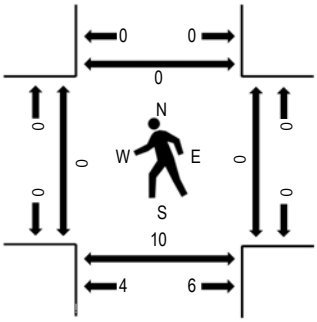
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				LANE AVE Northbound				LANE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	146	0	0	0	240	0	0	0	0	8	0	0	0	0	394	2,215	0	0	2	0
7:15 AM	0	0	174	3	0	0	300	0	0	0	0	8	0	0	0	0	485	2,606	0	0	2	0
7:30 AM	0	0	219	3	0	0	356	0	0	0	0	9	0	0	0	0	587	2,896	1	0	2	0
7:45 AM	0	0	324	6	0	0	406	0	0	0	0	13	0	0	0	0	749	3,026	0	0	3	0
8:00 AM	0	0	363	24	0	0	374	0	0	0	0	24	0	0	0	0	785	3,030	0	0	3	0
8:15 AM	0	0	364	7	0	0	366	0	0	0	0	38	0	0	0	0	775	2,851	0	0	1	0
8:30 AM	0	0	354	1	0	0	355	0	0	0	0	7	0	0	0	0	717	2,659	0	0	2	0
8:45 AM	0	0	374	3	0	0	374	0	0	0	0	2	0	0	0	0	753	2,517	0	0	4	0
9:00 AM	0	0	268	2	0	0	328	0	0	0	0	8	0	0	0	0	606	2,384	0	0	1	0
9:15 AM	0	0	262	2	0	0	315	0	0	0	0	4	0	0	0	0	583		0	0	0	0
9:30 AM	0	0	261	0	0	0	304	0	0	0	0	10	0	0	0	0	575		0	0	1	0
9:45 AM	0	0	280	2	0	0	332	0	0	0	0	6	0	0	0	0	620		0	0	2	0

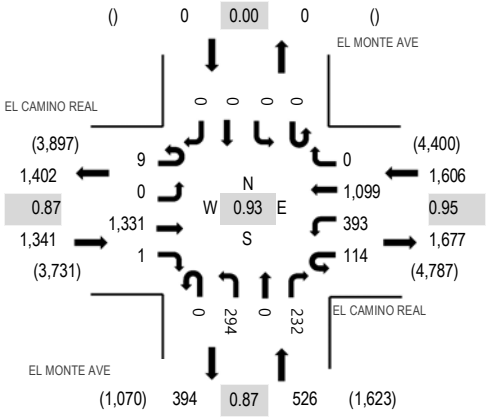
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	18	1	0	0	3	0	0	0	0	1	0	0	0	0	23
Lights	0	0	1,417	34	0	0	1,433	0	0	0	0	68	0	0	0	0	2,952
Mediums	0	0	20	0	0	0	33	0	0	0	0	2	0	0	0	0	55
Total	0	0	1,455	35	0	0	1,469	0	0	0	0	71	0	0	0	0	3,030

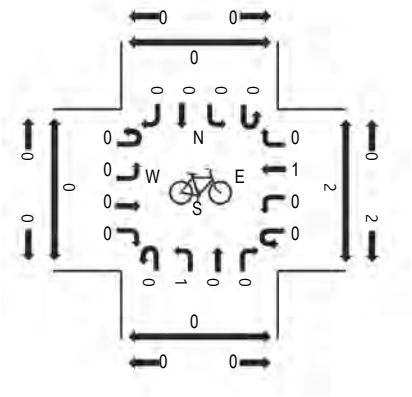
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 EL MONTE AVE & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 05:15 PM - 06:15 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

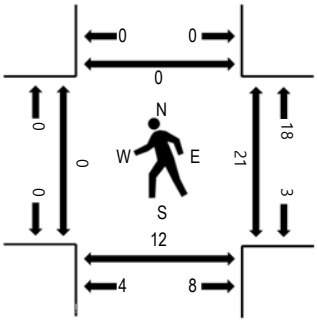
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				EL MONTE AVE Northbound				EL MONTE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	310	0	26	92	232	0	0	83	0	68	0	0	0	0	811	3,216	0	8	5	0
4:15 PM	2	0	286	0	26	70	246	0	0	83	0	78	0	0	0	0	791	3,273	0	4	7	0
4:30 PM	0	0	304	0	19	99	216	0	0	93	0	88	0	0	0	0	819	3,414	0	5	5	0
4:45 PM	1	0	282	0	28	88	259	0	0	63	0	74	0	0	0	0	795	3,445	0	7	11	0
5:00 PM	2	0	346	1	30	92	246	0	0	83	0	68	0	0	0	0	868	3,459	0	1	5	0
5:15 PM	4	0	383	1	25	108	286	0	0	67	0	58	0	0	0	0	932	3,473	0	6	2	0
5:30 PM	1	0	316	0	29	95	265	0	0	84	0	60	0	0	0	0	850	3,314	0	4	2	0
5:45 PM	3	0	295	0	32	96	249	0	0	79	0	55	0	0	0	0	809	3,193	0	3	3	0
6:00 PM	1	0	337	0	28	94	299	0	0	64	0	59	0	0	0	0	882	3,079	0	8	5	0
6:15 PM	2	0	304	0	21	92	247	0	0	48	0	59	0	0	0	0	773		0	4	8	0
6:30 PM	1	0	268	0	27	78	249	0	0	56	0	50	0	0	0	0	729		0	8	7	0
6:45 PM	4	0	276	1	18	63	230	0	0	49	0	54	0	0	0	0	695		0	4	4	0

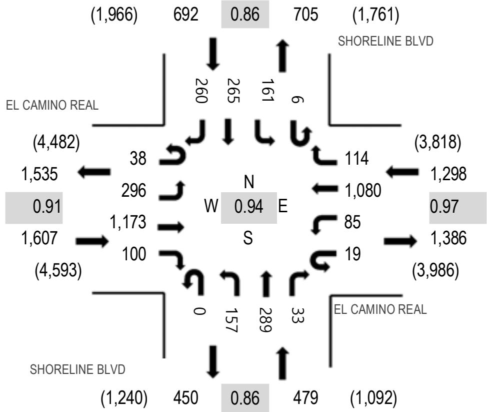
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	0	1,316	1	114	391	1,090	0	0	293	0	228	0	0	0	0	3,442
Mediums	0	0	15	0	0	2	9	0	0	1	0	4	0	0	0	0	31
Total	9	0	1,331	1	114	393	1,099	0	0	294	0	232	0	0	0	0	3,473

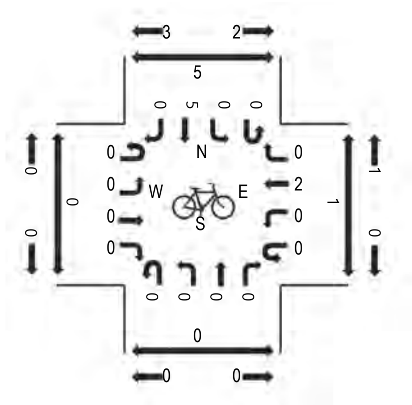
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 SHORELINE BLVD & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

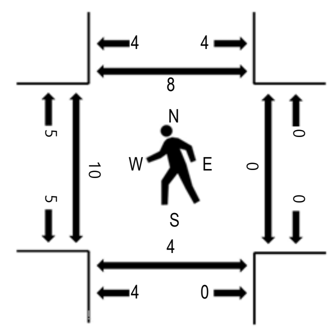
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound U-Turn	Left	Thru	Right	EL CAMINO REAL Westbound U-Turn	Left	Thru	Right	SHORELINE BLVD Northbound U-Turn	Left	Thru	Right	SHORELINE BLVD Southbound U-Turn	Left	Thru	Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
4:00 PM	12	70	312	18	3	21	266	30	0	41	55	12	3	37	57	48	985	3,790	5	0	1	1
4:15 PM	10	43	259	19	3	15	235	15	2	44	52	6	1	50	71	49	874	3,862	3	0	1	0
4:30 PM	9	85	297	19	3	18	231	17	0	24	57	7	3	44	64	48	926	4,076	2	0	2	1
4:45 PM	10	52	281	22	6	26	292	29	0	39	62	11	1	44	71	59	1,005	4,076	1	0	2	2
5:00 PM	7	71	291	21	4	22	296	36	0	48	82	9	2	38	60	70	1,057	4,024	4	0	0	2
5:15 PM	12	88	304	38	6	19	261	32	0	46	88	6	0	35	70	83	1,088	4,027	3	0	0	3
5:30 PM	9	59	262	24	9	16	248	29	0	38	51	3	5	26	70	77	926	3,832	4	0	0	0
5:45 PM	10	52	285	30	3	22	284	35	0	39	35	6	2	35	57	58	953	3,768	4	0	0	0
6:00 PM	16	72	311	30	6	18	288	31	0	33	36	5	6	52	86	70	1,060	3,655	2	0	1	2
6:15 PM	14	79	265	17	4	17	277	21	0	17	25	5	1	38	54	59	893		3	0	0	5
6:30 PM	10	55	264	19	5	9	301	35	0	22	20	3	2	29	30	58	862		0	2	0	0
6:45 PM	13	66	249	32	8	11	227	28	0	23	37	3	5	42	45	51	840		1	2	0	2

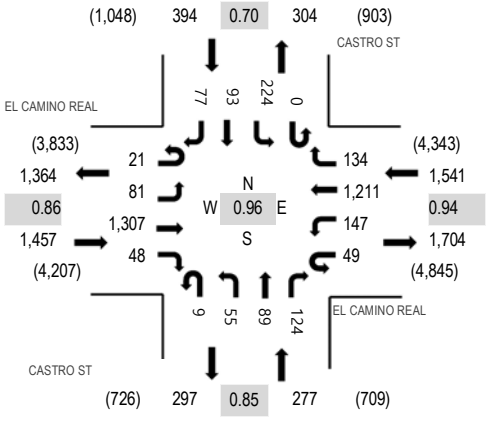
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	5
Lights	38	293	1,148	100	19	85	1,066	114	0	157	288	33	6	158	265	260	4,030
Mediums	0	3	21	0	0	0	14	0	0	0	0	0	0	3	0	0	41
Total	38	296	1,173	100	19	85	1,080	114	0	157	289	33	6	161	265	260	4,076

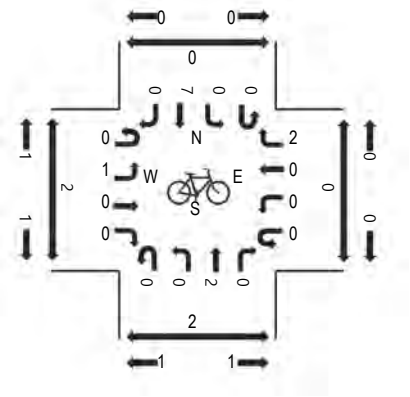
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 CASTRO ST & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

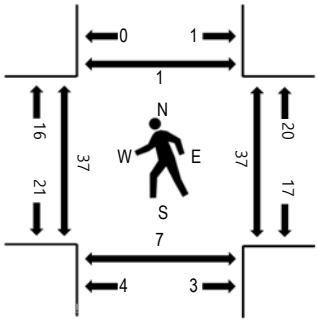
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	4	30	383	12	18	26	280	53	2	9	15	32	0	61	16	13	954	3,477	4	17	10	5
4:15 PM	1	14	306	13	12	24	226	27	1	10	14	25	0	57	17	15	762	3,482	12	6	5	0
4:30 PM	7	19	284	17	12	32	260	33	1	18	31	37	0	49	11	17	828	3,594	17	16	14	1
4:45 PM	6	16	353	9	14	33	326	36	0	14	15	26	0	49	24	12	933	3,669	11	3	2	0
5:00 PM	5	31	332	9	13	32	289	27	1	8	28	43	0	80	27	34	959	3,616	12	12	3	1
5:15 PM	6	13	310	11	8	44	298	28	2	13	29	31	0	49	20	12	874	3,563	9	14	0	0
5:30 PM	4	21	312	19	14	38	298	43	6	20	17	24	0	46	22	19	903	3,477	5	8	2	0
5:45 PM	7	24	319	11	14	30	287	31	1	14	30	25	0	47	21	19	880	3,409	9	14	2	5
6:00 PM	6	18	329	17	20	28	295	32	2	16	22	21	0	59	22	19	906	3,214	10	3	1	1
6:15 PM	7	16	280	7	15	21	286	42	1	10	18	9	0	44	11	21	788		9	8	4	1
6:30 PM	2	20	293	9	9	19	340	35	0	5	16	18	0	41	13	15	835		7	6	1	5
6:45 PM	7	13	269	6	3	23	239	30	0	3	16	10	0	40	15	11	685		2	3	2	2

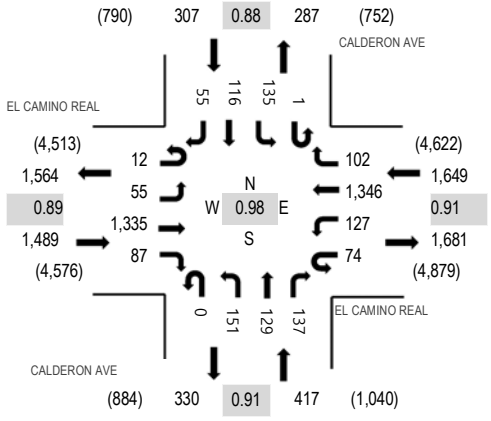
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Lights	21	80	1,282	48	49	147	1,196	133	9	55	85	124	0	224	88	75	3,616
Mediums	0	1	23	0	0	0	15	1	0	0	4	0	0	0	5	2	51
Total	21	81	1,307	48	49	147	1,211	134	9	55	89	124	0	224	93	77	3,669

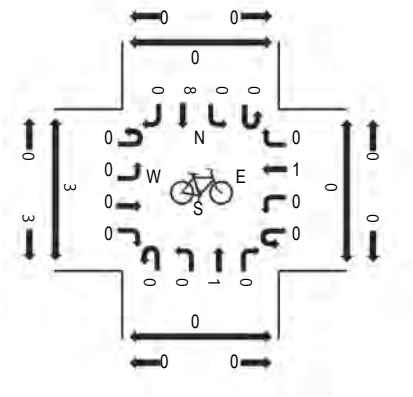
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 CALDERON AVE & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

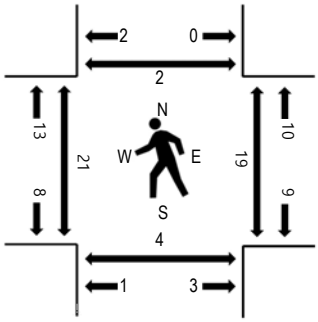
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				CALDERON AVE Northbound				CALDERON AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	6	11	348	30	8	25	370	24	0	34	35	19	0	34	23	12	979	3,752	3	5	1	2
4:15 PM	5	13	411	23	9	18	274	14	0	26	27	25	0	24	21	17	907	3,738	3	2	3	3
4:30 PM	3	10	333	21	20	25	327	15	0	34	20	30	0	16	20	7	881	3,818	2	4	1	1
4:45 PM	4	18	339	22	17	30	342	36	0	41	37	36	0	28	23	12	985	3,862	5	5	2	1
5:00 PM	6	12	357	28	18	32	296	23	0	43	27	37	1	42	29	14	965	3,786	8	4	0	0
5:15 PM	1	10	341	16	21	31	377	23	0	29	32	27	0	30	34	15	987	3,839	5	6	2	1
5:30 PM	1	15	298	21	18	34	331	20	0	38	33	37	0	35	30	14	925	3,739	3	4	0	0
5:45 PM	13	16	304	34	16	33	261	26	0	41	42	26	0	38	30	29	909	3,596	3	5	0	2
6:00 PM	25	28	382	31	15	26	337	26	0	31	23	25	0	29	21	19	1,018	3,490	1	0	0	0
6:15 PM	5	20	291	26	14	27	359	20	0	28	15	29	0	19	19	15	887		0	6	0	0
6:30 PM	12	10	305	13	7	22	294	16	0	28	9	16	0	23	10	17	782		2	1	0	7
6:45 PM	5	11	327	15	16	24	283	22	0	24	12	24	0	15	17	8	803		1	1	0	3

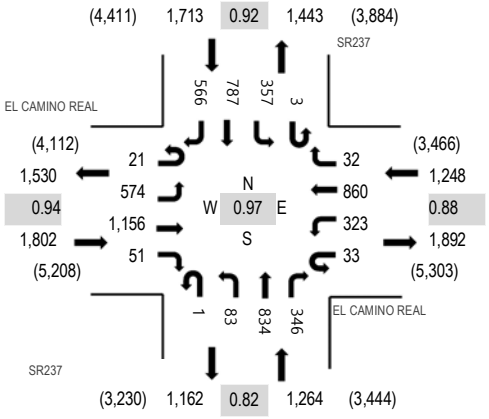
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Lights	12	55	1,317	86	74	127	1,330	102	0	151	129	137	1	135	116	54	3,826
Mediums	0	0	15	1	0	0	16	0	0	0	0	0	0	0	0	1	33
Total	12	55	1,335	87	74	127	1,346	102	0	151	129	137	1	135	116	55	3,862

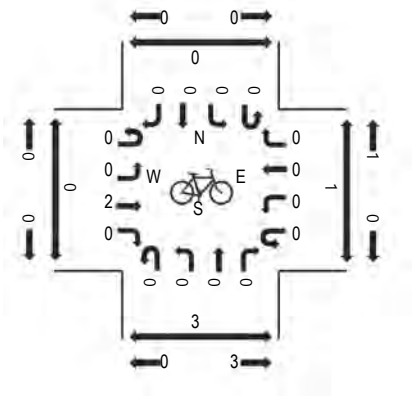
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 SR237 & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

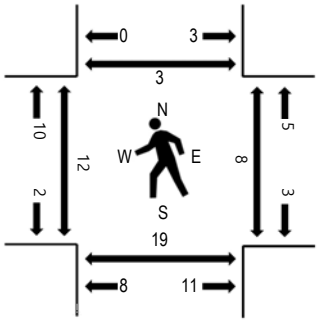
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SR237 Northbound				SR237 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	1	122	216	9	5	67	179	13	1	28	213	97	1	50	175	103	1,280	5,502	0	2	2	2
4:15 PM	2	160	337	11	3	45	133	4	0	25	194	84	1	71	152	105	1,327	5,752	7	0	0	0
4:30 PM	6	133	282	7	5	76	219	7	0	13	235	90	0	78	183	145	1,479	5,971	7	2	3	3
4:45 PM	6	139	330	16	3	91	258	15	1	12	148	84	0	43	140	130	1,416	5,982	6	4	6	1
5:00 PM	4	150	242	12	7	60	194	6	1	38	252	98	0	105	219	142	1,530	6,027	6	1	3	2
5:15 PM	5	151	302	14	12	96	263	13	0	17	186	78	0	93	173	143	1,546	5,820	0	3	6	1
5:30 PM	8	136	312	12	6	97	216	7	0	12	195	94	1	71	184	139	1,490	5,662	4	1	7	0
5:45 PM	4	137	300	13	8	70	187	6	0	16	201	76	2	88	211	142	1,461	5,350	2	3	3	0
6:00 PM	6	113	279	13	6	88	171	9	2	21	174	82	1	78	192	88	1,323	5,000	0	1	0	2
6:15 PM	13	138	315	9	9	92	198	3	2	29	125	87	0	50	205	113	1,388		3	1	2	5
6:30 PM	9	119	249	8	7	72	157	4	1	28	149	73	0	63	145	94	1,178		1	1	2	2
6:45 PM	3	104	240	11	5	98	169	7	2	29	108	43	2	47	154	89	1,111		0	0	2	3

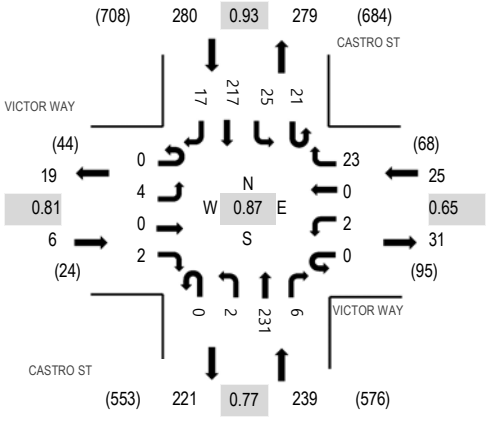
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	21	564	1,144	51	33	322	850	32	1	83	817	342	3	356	784	565	5,968
Mediums	0	10	11	0	0	1	10	0	0	0	17	4	0	1	3	1	58
Total	21	574	1,156	51	33	323	860	32	1	83	834	346	3	357	787	566	6,027

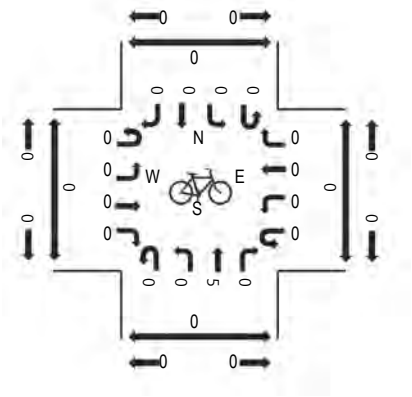
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 CASTRO ST & VICTOR WAY PM
Date: Wednesday, November 16, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

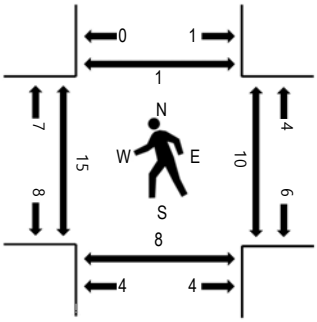
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VICTOR WAY Eastbound				VICTOR WAY Westbound				CASTRO ST Northbound				CASTRO ST Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	3	0	0	0	1	0	7	0	1	46	2	3	7	42	2	114	457	3	3	0	1
4:15 PM	0	0	1	0	0	1	0	4	0	1	41	3	4	7	40	3	105	501	2	4	0	0
4:30 PM	0	0	0	0	0	1	0	7	0	0	64	1	7	4	41	2	127	516	5	8	0	0
4:45 PM	0	4	0	0	0	0	0	4	0	0	38	2	6	2	53	2	111	521	10	0	0	2
5:00 PM	0	2	0	0	0	0	0	3	0	0	77	1	5	8	57	5	158	550	3	2	2	0
5:15 PM	0	1	0	0	0	1	0	3	0	0	50	0	5	4	51	5	120	524	4	6	0	1
5:30 PM	0	0	0	0	0	0	0	10	0	1	48	1	5	7	55	5	132	486	5	1	5	0
5:45 PM	0	1	0	2	0	1	0	7	0	1	56	4	6	6	54	2	140	443	3	1	1	0
6:00 PM	0	2	2	0	0	1	0	3	0	1	48	1	5	12	53	4	132	369	6	3	0	0
6:15 PM	0	3	0	0	0	0	0	3	0	0	25	2	3	5	37	4	82		4	1	0	0
6:30 PM	0	2	1	0	0	1	0	5	0	0	32	1	5	6	34	2	89		2	0	0	0
6:45 PM	0	0	0	0	0	2	0	3	0	0	27	1	1	4	25	3	66		1	0	0	0

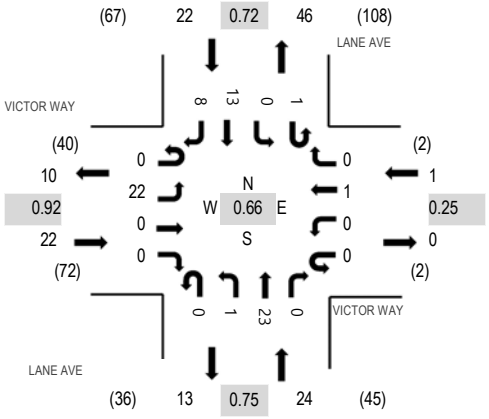
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	0	2	0	2	0	23	0	2	226	6	21	25	213	17	541
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	9
Total	0	4	0	2	0	2	0	23	0	2	231	6	21	25	217	17	550

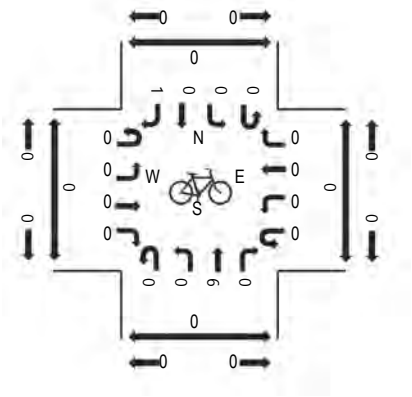
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 LANE AVE & VICTOR WAY PM
Date: Wednesday, November 16, 2022
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

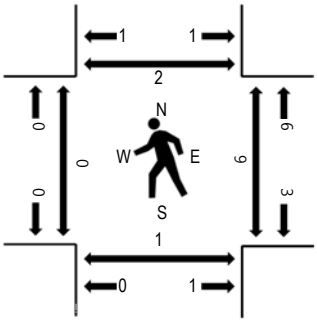
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VICTOR WAY Eastbound				VICTOR WAY Westbound				LANE AVE Northbound				LANE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	4	0	0	0	0	1	0	0	1	7	0	1	0	2	3	19	69	0	3	0	1
4:15 PM	0	12	0	0	0	0	0	0	0	0	7	0	0	0	6	1	26	64	0	2	0	1
4:30 PM	0	2	0	0	0	0	0	0	0	0	5	0	0	0	3	3	13	48	0	4	1	0
4:45 PM	0	4	0	0	0	0	0	0	0	0	4	0	0	0	2	1	11	49	0	0	0	0
5:00 PM	0	5	0	0	0	1	0	0	0	0	2	0	1	0	3	2	14	59	0	1	0	0
5:15 PM	0	3	0	0	0	0	0	0	0	1	3	0	0	0	2	1	10	64	0	1	0	0
5:30 PM	0	5	0	0	0	0	0	0	0	0	3	0	0	0	2	4	14	68	0	1	0	1
5:45 PM	0	6	0	2	0	0	0	0	0	1	2	1	0	0	3	6	21	69	0	2	0	2
6:00 PM	0	9	0	0	0	0	0	0	0	0	4	1	1	0	2	2	19	58	0	0	0	0
6:15 PM	0	5	0	3	0	0	0	0	0	1	0	0	0	0	2	3	14		1	0	0	0
6:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	0	2	5	15		0	0	0	0
6:45 PM	0	4	0	0	0	0	0	0	0	1	1	0	0	0	1	3	10		1	0	0	0

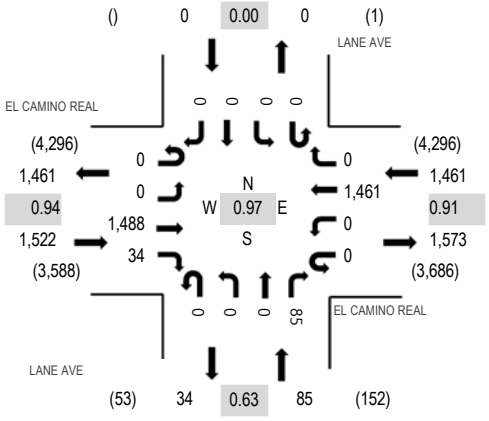
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	22	0	0	0	0	1	0	0	1	23	0	1	0	13	8	69
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	22	0	0	0	0	1	0	0	1	23	0	1	0	13	8	69

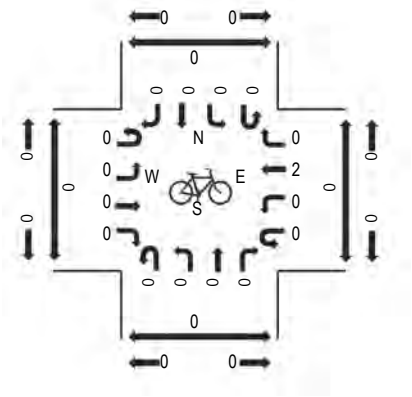
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 LANE AVE & EL CAMINO REAL PM
Date: Wednesday, November 16, 2022
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

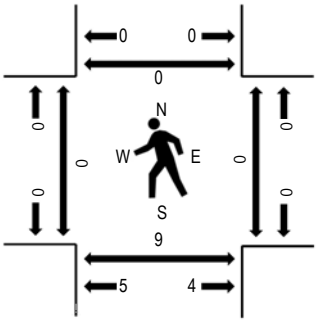
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				LANE AVE Northbound				LANE AVE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	144	0	0	0	368	0	0	0	1	8	0	0	0	0	521	2,337	0	0	2	0
4:15 PM	0	0	177	3	0	0	295	0	0	0	0	8	0	0	0	0	483	2,582	0	0	2	0
4:30 PM	0	0	231	3	0	0	332	0	0	0	0	9	0	0	0	0	575	2,888	1	0	2	0
4:45 PM	0	0	326	5	0	0	413	0	0	0	0	14	0	0	0	0	758	3,052	0	0	2	0
5:00 PM	0	0	345	22	0	0	362	0	0	0	0	37	0	0	0	0	766	3,068	0	0	2	0
5:15 PM	0	0	377	8	0	0	365	0	0	0	0	39	0	0	0	0	789	2,993	0	0	1	0
5:30 PM	0	0	364	1	0	0	367	0	0	0	0	7	0	0	0	0	739	2,865	0	0	2	0
5:45 PM	0	0	402	3	0	0	367	0	0	0	0	2	0	0	0	0	774	2,811	0	0	4	0
6:00 PM	0	0	308	2	0	0	373	0	0	0	0	8	0	0	0	0	691	2,631	0	0	0	0
6:15 PM	0	0	295	2	0	0	360	0	0	0	0	4	0	0	0	0	661		0	0	3	0
6:30 PM	0	0	276	2	0	0	397	0	0	0	0	10	0	0	0	0	685		0	0	0	0
6:45 PM	0	0	290	2	0	0	297	0	0	0	0	5	0	0	0	0	594		0	0	5	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	15	0	0	0	0	0	0	0	0	1	0	0	0	0	16
Lights	0	0	1,456	34	0	0	1,447	0	0	0	0	84	0	0	0	0	3,021
Mediums	0	0	17	0	0	0	14	0	0	0	0	0	0	0	0	0	31
Total	0	0	1,488	34	0	0	1,461	0	0	0	0	85	0	0	0	0	3,068

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 9
LANE AVE S.O EL CAMINO REAL

NB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
11/16/22	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14-23	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	0	4	1	1	0	0	0	0	0	0	0	0	0	0	6	16-25	5
06:00	3	0	3	1	0	0	0	0	0	0	0	0	0	0	7	21-30	4
07:00	**19**	21	14	1	**1**	0	0	0	0	0	0	0	0	0	56	16-25	35
08:00	15	**34**	**32**	**6**	1	0	0	0	0	0	0	0	0	0	**88**	16-25	66
09:00	5	13	13	3	0	0	0	0	0	0	0	0	0	0	34	16-25	26
10:00	2	11	8	4	0	0	0	0	0	0	0	0	0	0	25	16-25	19
11:00	4	20	18	6	0	0	0	0	0	0	0	0	0	0	48	16-25	38
12 PM	9	11	17	4	0	0	0	0	0	0	0	0	0	0	41	16-25	28
13:00	8	15	11	4	0	0	0	0	0	0	0	0	0	0	38	16-25	26
14:00	8	10	**25**	3	**1**	0	0	0	0	0	0	0	0	0	47	16-25	35
15:00	**39**	**39**	18	**8**	0	0	0	0	0	0	0	0	0	0	**104**	16-25	57
16:00	11	21	17	4	0	0	0	0	0	0	0	0	0	0	53	16-25	38
17:00	3	16	11	2	0	0	0	0	0	0	0	0	0	0	32	16-25	27
18:00	10	11	9	0	0	0	0	0	0	0	0	0	0	0	30	16-25	20
19:00	2	3	6	2	0	0	0	0	0	0	0	0	0	0	13	16-25	9
20:00	2	4	8	2	0	0	0	0	0	0	0	0	0	0	16	16-25	12
21:00	2	1	4	1	0	0	0	0	0	0	0	0	0	0	8	16-25	5
22:00	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3	10-19	2
23:00	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3	15-24	1
Total	144	238	217	54	3	0	0	0	0	0	0	0	0	0	656		
Percent	22.0%	36.3%	33.1%	8.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	08:00	08:00	07:00										08:00		
Vol.	19	34	32	6	1										88		
PM Peak	15:00	15:00	14:00	15:00	14:00										15:00		
Vol.	39	39	25	8	1										104		
Total	144	238	217	54	3	0	0	0	0	0	0	0	0	0	656		
Percent	22.0%	36.3%	33.1%	8.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	10 MPH
	50th Percentile :	18 MPH
	85th Percentile :	24 MPH
	95th Percentile :	27 MPH
Stats	10 MPH Pace Speed :	16-25 MPH
	Number in Pace :	455
	Percent in Pace :	69.4%
	Number of Vehicles > 25 MPH :	57
	Percent of Vehicles > 25 MPH :	8.7%
	Mean Speed(Average) :	18 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 9
LANE AVE S.O EL CAMINO REAL

SB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
11/16/22	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
05:00	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	*	2
06:00	9	2	1	0	0	0	0	0	0	0	0	0	0	0	12	6-15	6
07:00	42	5	3	0	0	**1**	0	0	0	0	0	0	0	0	51	6-15	28
08:00	**59**	**12**	**16**	**3**	0	0	0	0	0	0	0	0	0	0	**90**	6-15	39
09:00	8	4	2	0	**1**	0	0	0	0	0	0	0	0	0	15	11-20	7
10:00	15	3	5	1	0	0	0	0	0	0	0	0	0	0	24	1-10	10
11:00	11	5	2	1	0	0	0	0	0	0	0	0	0	0	19	11-20	9
12 PM	10	3	6	**1**	**1**	0	0	0	0	0	0	0	0	0	21	16-25	9
13:00	17	1	5	0	0	0	0	0	0	0	0	0	0	0	23	6-15	11
14:00	16	6	2	1	0	0	0	0	0	0	0	0	0	0	25	11-20	11
15:00	**27**	**19**	**8**	0	0	0	0	0	0	0	0	0	0	0	**54**	11-20	28
16:00	22	2	2	0	0	0	0	0	0	0	0	0	0	0	26	1-10	15
17:00	20	4	0	0	0	0	0	0	0	0	0	0	0	0	24	6-15	13
18:00	18	1	2	0	0	0	0	0	0	0	0	0	0	0	21	1-10	12
19:00	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7	9-18	4
20:00	7	1	3	1	1	0	0	0	0	0	0	0	0	0	13	1-10	5
21:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
22:00	5	1	1	0	0	0	0	0	0	0	0	0	0	0	7	8-17	3
23:00	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	13-22	2
Total	301	75	59	8	3	1	0	0	0	0	0	0	0	0	447		
Percent	67.3%	16.8%	13.2%	1.8%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	07:00									08:00		
Vol.	59	12	16	3	1	1									90		
PM Peak	15:00	15:00	15:00	12:00	12:00										15:00		
Vol.	27	19	8	1	1										54		
Total	301	75	59	8	3	1	0	0	0	0	0	0	0	0	447		
Percent	67.3%	16.8%	13.2%	1.8%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	3 MPH
	50th Percentile :	11 MPH
	85th Percentile :	20 MPH
	95th Percentile :	24 MPH
Stats	10 MPH Pace Speed :	1-10 MPH
	Number in Pace :	201
	Percent in Pace :	45.0%
	Number of Vehicles > 25 MPH :	12
	Percent of Vehicles > 25 MPH :	2.7%
	Mean Speed(Average) :	12 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 9
LANE AVE S.O EL CAMINO REAL

Start Time	16-Nov-22 Wed	NB	SB							Total
12:00 AM		1	1							2
01:00		1	1							2
02:00		0	0							0
03:00		1	1							2
04:00		1	1							2
05:00		6	3							9
06:00		7	12							19
07:00		56	51							107
08:00		**88**	**90**							**178**
09:00		34	15							49
10:00		25	24							49
11:00		48	19							67
12:00 PM		41	21							62
01:00		38	23							61
02:00		47	25							72
03:00		**104**	**54**							**158**
04:00		53	26							79
05:00		32	24							56
06:00		30	21							51
07:00		13	7							20
08:00		16	13							29
09:00		8	5							13
10:00		3	7							10
11:00		3	3							6
Total		656	447							1103
Percent		59.5%	40.5%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	88	90	-	-	-	-	-	-	178
PM Peak	-	15:00	15:00	-	-	-	-	-	-	15:00
Vol.	-	104	54	-	-	-	-	-	-	158
Grand Total		656	447							1103
Percent		59.5%	40.5%							
ADT		ADT 1,103		AADT 1,103						

All Traffic Data Services, LLC

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Site Code: 10
VICTOR WAY W.O LANE AVE

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
11/16/22	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	15-24	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	*	1
05:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
06:00	2	2	0	0	0	0	0	0	0	0	0	0	0	0	4	11-20	3
07:00	**12**	2	0	0	0	0	0	0	0	0	0	0	0	0	14	6-15	8
08:00	9	**8**	0	0	0	0	0	0	0	0	0	0	0	0	**17**	11-20	11
09:00	9	3	0	0	0	0	0	0	0	0	0	0	0	0	12	1-10	6
10:00	4	5	0	0	0	0	0	0	0	0	0	0	0	0	9	12-21	6
11:00	6	8	**1**	0	0	0	0	0	0	0	0	0	0	0	15	11-20	10
12 PM	5	9	**3**	0	0	0	0	0	0	0	0	0	0	0	17	15-24	12
13:00	5	10	2	0	0	0	0	0	0	0	0	0	0	0	17	11-20	12
14:00	7	**13**	2	0	0	0	0	0	0	0	0	0	0	0	22	15-24	15
15:00	8	10	0	0	0	0	0	0	0	0	0	0	0	0	18	11-20	13
16:00	10	10	1	0	0	0	0	0	0	0	0	0	0	0	21	11-20	13
17:00	11	9	2	0	0	0	0	0	0	0	0	0	0	0	22	11-20	13
18:00	**16**	12	1	0	0	0	0	0	0	0	0	0	0	0	**29**	11-20	17
19:00	5	7	0	0	0	0	0	0	0	0	0	0	0	0	12	11-20	9
20:00	3	9	0	0	0	0	0	0	0	0	0	0	0	0	12	11-20	10
21:00	3	2	1	0	0	0	0	0	0	0	0	0	0	0	6	16-25	3
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	14-23	2
23:00	1	3	0	0	0	0	0	0	0	0	0	0	0	0	4	15-24	3
Total	119	126	14	0	0	0	0	0	0	0	0	0	0	0	259		
Percent	45.9%	48.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	07:00	08:00	11:00												08:00		
Vol.	12	8	1												17		
PM Peak	18:00	14:00	12:00												18:00		
Vol.	16	13	3												29		
Total	119	126	14	0	0	0	0	0	0	0	0	0	0	0	259		
Percent	45.9%	48.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile :	4 MPH
50th Percentile :	15 MPH
85th Percentile :	19 MPH
95th Percentile :	20 MPH

Stats

10 MPH Pace Speed :	11-20 MPH
Number in Pace :	166
Percent in Pace :	64.1%
Number of Vehicles > 25 MPH :	0
Percent of Vehicles > 25 MPH :	0.0%
Mean Speed(Average) :	14 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 10
VICTOR WAY W.O LANE AVE

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
11/16/22	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	9-18	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*	*
06:00	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5	6-15	3
07:00	1	5	1	0	0	0	0	0	0	0	0	0	0	0	7	13-22	6
08:00	4	**11**	**2**	0	0	0	0	0	0	0	0	0	0	0	**17**	13-22	13
09:00	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	1-10	3
10:00	**6**	3	0	0	0	0	0	0	0	0	0	0	0	0	9	9-18	5
11:00	3	3	0	0	0	0	0	0	0	0	0	0	0	0	6	10-19	4
12 PM	3	4	1	0	0	0	0	0	0	0	0	0	0	0	8	11-20	5
13:00	7	4	0	0	0	0	0	0	0	0	0	0	0	0	11	11-20	6
14:00	**9**	3	0	0	0	0	0	0	0	0	0	0	0	0	12	1-10	6
15:00	9	**11**	1	0	0	0	0	0	0	0	0	0	0	0	**21**	11-20	14
16:00	6	5	0	0	0	0	0	0	0	0	0	0	0	0	11	11-20	7
17:00	5	10	0	0	0	0	0	0	0	0	0	0	0	0	15	11-20	12
18:00	6	8	1	0	0	0	0	0	0	0	0	0	0	0	15	11-20	10
19:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	10-19	2
20:00	5	2	1	0	0	0	0	0	0	0	0	0	0	0	8	9-18	4
21:00	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	8-17	1
22:00	2	1	**2**	0	0	0	0	0	0	0	0	0	0	0	5	15-24	3
23:00	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3	15-24	2
Total	78	76	9	0	0	0	0	0	0	0	0	0	0	0	163		
Percent	47.9%	46.6%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	10:00	08:00	08:00												08:00		
Vol.	6	11	2												17		
PM Peak	14:00	15:00	22:00												15:00		
Vol.	9	11	2												21		
Total	78	76	9	0	0	0	0	0	0	0	0	0	0	0	163		
Percent	47.9%	46.6%	5.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	4 MPH
	50th Percentile :	15 MPH
	85th Percentile :	18 MPH
	95th Percentile :	20 MPH
Stats	10 MPH Pace Speed :	11-20 MPH
	Number in Pace :	102
	Percent in Pace :	62.6%
	Number of Vehicles > 25 MPH :	0
	Percent of Vehicles > 25 MPH :	0.0%
	Mean Speed(Average) :	13 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 10
VICTOR WAY W.O LANE AVE

Start Time	16-Nov-22 Wed	EB	WB							Total
12:00 AM		2	1							3
01:00		0	0							0
02:00		0	0							0
03:00		0	0							0
04:00		1	0							1
05:00		3	0							3
06:00		4	5							9
07:00		14	7							21
08:00		**17**	**17**							**34**
09:00		12	5							17
10:00		9	9							18
11:00		15	6							21
12:00 PM		17	8							25
01:00		17	11							28
02:00		22	12							34
03:00		18	**21**							39
04:00		21	11							32
05:00		22	15							37
06:00		**29**	15							**44**
07:00		12	2							14
08:00		12	8							20
09:00		6	2							8
10:00		2	5							7
11:00		4	3							7
Total		259	163							422
Percent		61.4%	38.6%							
AM Peak	-	08:00	08:00	-	-	-	-	-	-	08:00
Vol.	-	17	17	-	-	-	-	-	-	34
PM Peak	-	18:00	15:00	-	-	-	-	-	-	18:00
Vol.	-	29	21	-	-	-	-	-	-	44
Grand Total		259	163							422
Percent		61.4%	38.6%							
ADT		ADT 422		AADT 422						

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 11
EB EL CAMINO REAL W.O LANE AVE

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	Pace Speed	Number in Pace
11/16/22	0	0	1	1	14	26	20	12	5	2	0	**1**	0	0	82	36-45	46
01:00	0	1	1	2	4	10	14	5	3	0	0	0	0	0	40	36-45	24
02:00	0	0	0	2	8	8	10	7	1	0	0	0	0	0	36	35-44	18
03:00	0	1	0	1	3	9	7	4	1	0	0	0	0	0	26	36-45	16
04:00	0	0	0	2	5	22	16	7	5	0	0	0	0	0	57	36-45	38
05:00	0	0	3	2	18	49	28	24	7	0	0	0	0	0	131	36-45	77
06:00	0	5	9	9	48	77	102	40	7	**5**	**2**	0	0	0	304	36-45	179
07:00	0	11	24	63	168	287	148	**42**	**11**	0	0	0	0	0	754	31-40	455
08:00	**7**	**29**	**50**	**218**	**412**	**337**	97	27	5	0	0	0	0	0	**1182**	31-40	749
09:00	0	4	14	91	330	282	**150**	33	5	0	0	1	0	0	910	31-40	612
10:00	2	8	18	87	287	300	140	40	4	2	0	0	0	0	888	31-40	587
11:00	0	3	14	127	360	311	131	24	5	2	0	1	0	0	978	31-40	671
12 PM	0	3	31	127	384	**355**	123	28	**8**	**1**	0	0	0	0	1060	31-40	739
13:00	2	10	57	171	371	285	106	18	7	0	0	0	0	0	1027	31-40	656
14:00	1	5	38	182	326	294	**127**	23	4	1	0	0	0	0	1001	31-40	620
15:00	3	15	63	264	465	272	73	14	3	1	0	0	0	0	1173	31-40	737
16:00	4	13	113	361	**481**	284	73	15	3	1	0	0	0	0	**1348**	26-35	842
17:00	**42**	**93**	**207**	**426**	321	139	22	6	4	0	0	0	0	0	1260	26-35	747
18:00	0	25	112	288	410	265	79	11	2	1	0	0	0	0	1193	26-35	698
19:00	1	10	36	227	350	254	84	20	1	1	0	0	0	0	984	31-40	604
20:00	3	1	10	94	257	268	109	**36**	2	0	0	0	0	0	780	31-40	525
21:00	1	1	19	59	196	170	58	12	4	0	0	0	0	0	520	31-40	366
22:00	0	2	6	35	80	136	71	21	2	1	0	0	0	0	354	31-40	216
23:00	0	2	3	4	39	64	45	17	8	1	0	0	0	0	183	36-45	109
Total	66	242	829	2843	5337	4504	1833	486	107	19	2	3	0	0	16271		
Percent	0.4%	1.5%	5.1%	17.5%	32.8%	27.7%	11.3%	3.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	08:00	08:00	09:00	07:00	07:00	06:00	06:00	00:00			08:00		
Vol.	7	29	50	218	412	337	150	42	11	5	2	1			1182		
PM Peak	17:00	17:00	17:00	17:00	16:00	12:00	14:00	20:00	12:00	12:00					16:00		
Vol.	42	93	207	426	481	355	127	36	8	1					1348		
Total	66	242	829	2843	5337	4504	1833	486	107	19	2	3	0	0	16271		
Percent	0.4%	1.5%	5.1%	17.5%	32.8%	27.7%	11.3%	3.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%			

	15th Percentile :	27 MPH
	50th Percentile :	33 MPH
	85th Percentile :	40 MPH
	95th Percentile :	44 MPH
Stats	10 MPH Pace Speed :	31-40 MPH
	Number in Pace :	9841
	Percent in Pace :	60.5%
	Number of Vehicles > 35 MPH :	6954
	Percent of Vehicles > 35 MPH :	42.7%
	Mean Speed(Average) :	34 MPH

All Traffic Data Services, LLC

www.alltrafficdata.net

Site Code: 11
EB EL CAMINO REAL W.O LANE AVE

Start Time	16-Nov-22 Wed	EB								
12:00 AM		82								
01:00		40								
02:00		36								
03:00		26								
04:00		57								
05:00		131								
06:00		304								
07:00		754								
08:00		**1182**								
09:00		910								
10:00		888								
11:00		978								
12:00 PM		1060								
01:00		1027								
02:00		1001								
03:00		1173								
04:00		**1348**								
05:00		1260								
06:00		1193								
07:00		984								
08:00		780								
09:00		520								
10:00		354								
11:00		183								
Total		16271								
AM Peak	-	08:00	-	-	-	-	-	-	-	-
Vol.	-	1182	-	-	-	-	-	-	-	-
PM Peak	-	16:00	-	-	-	-	-	-	-	-
Vol.	-	1348	-	-	-	-	-	-	-	-
Grand Total		16271								
ADT		ADT 16,271		AADT 16,271						

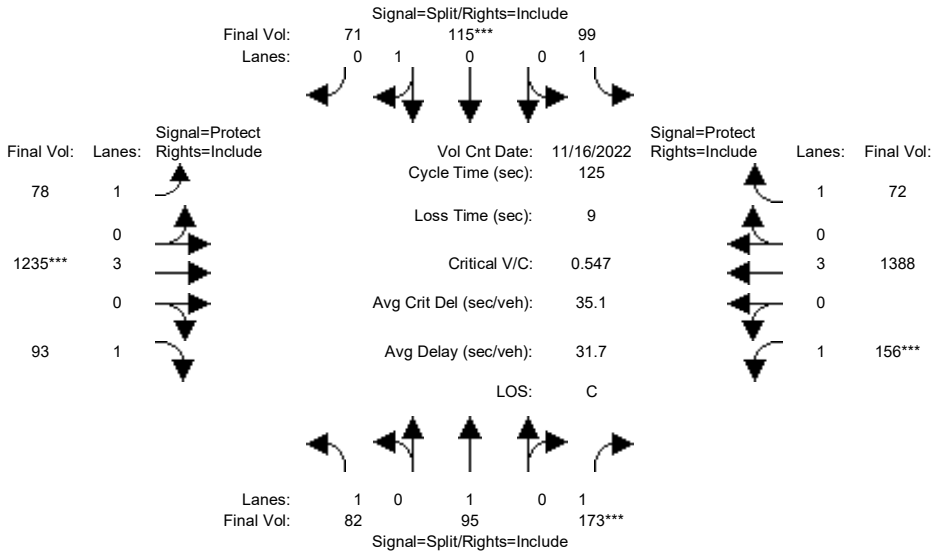
Appendix B

Level of Service Calculations

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #4: Calderon Ave and El Camino Real



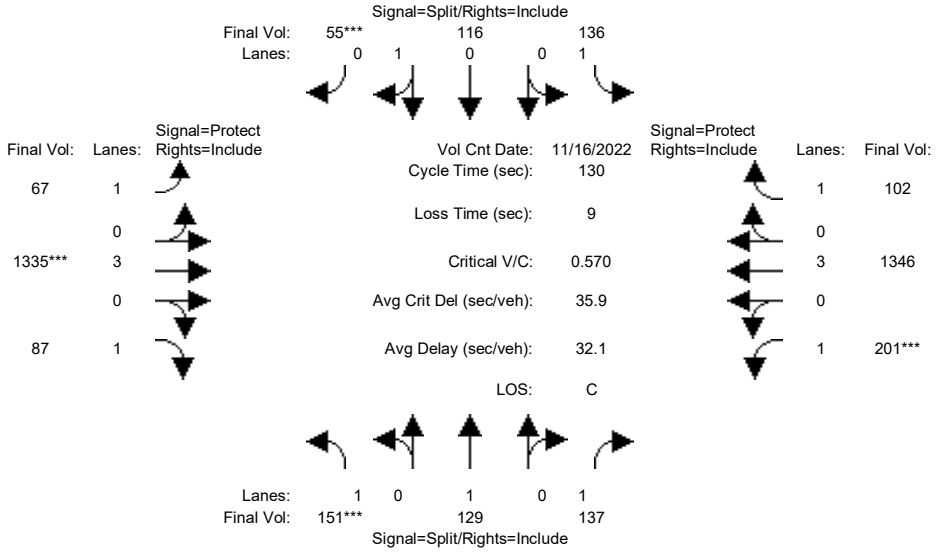
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	82	95	173	99	115	71	78	1235	93	156	1388	72
Growth 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
Initial Bse:	82	95	173	99	115	71	78	1235	93	156	1388	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	95	173	99	115	71	78	1235	93	156	1388	72
User 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
PHF 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
PHF Volume:	82	95	173	99	115	71	78	1235	93	156	1388	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	95	173	99	115	71	78	1235	93	156	1388	72
PCE 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
MLF 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
FinalVolume:	82	95	173	99	115	71	78	1235	93	156	1388	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1113	687	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10	0.06	0.10	0.10	0.04	0.22	0.05	0.09	0.24	0.04
Crit Moves:			****		****			****		****		
Green Time:	22.6	22.6	22.6	23.6	23.6	23.6	13.1	49.5	49.5	20.4	56.8	56.8
Volume/Cap:	0.26	0.28	0.55	0.30	0.55	0.55	0.43	0.55	0.13	0.55	0.54	0.09
Delay/Veh:	44.5	44.6	48.6	44.1	47.7	47.7	54.1	29.4	24.2	50.3	24.8	19.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.6	48.6	44.1	47.7	47.7	54.1	29.4	24.2	50.3	24.8	19.5
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	3	7	4	7	7	3	12	2	6	12	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #4: Calderon Ave and El Camino Real



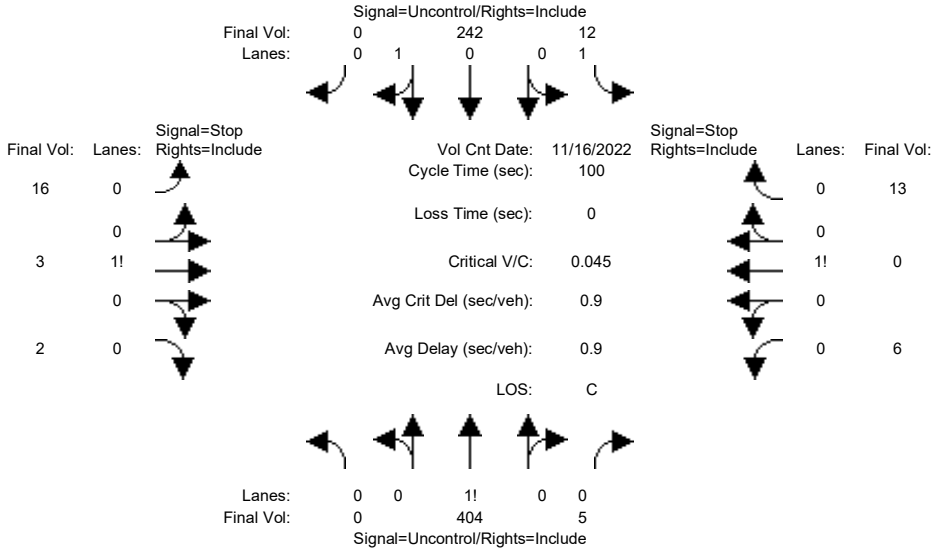
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2022 << 4:45 - 5:45 PM												
Base Vol:	151	129	137	136	116	55	67	1335	87	201	1346	102
Growth 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
Initial Bse:	151	129	137	136	116	55	67	1335	87	201	1346	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	129	137	136	116	55	67	1335	87	201	1346	102
User 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
PHF 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
PHF Volume:	151	129	137	136	116	55	67	1335	87	201	1346	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	129	137	136	116	55	67	1335	87	201	1346	102
PCE 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
MLF 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
FinalVolume:	151	129	137	136	116	55	67	1335	87	201	1346	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1221	579	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.08	0.10	0.10	0.04	0.23	0.05	0.11	0.24	0.06
Crit Moves:	****					****		****		****		
Green Time:	19.7	19.7	19.7	21.7	21.7	21.7	14.8	53.4	53.4	26.2	64.9	64.9
Volume/Cap:	0.57	0.45	0.52	0.47	0.57	0.57	0.34	0.57	0.12	0.57	0.47	0.12
Delay/Veh:	54.2	51.3	52.6	50.1	52.5	52.5	54.1	29.8	23.8	49.0	21.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	51.3	52.6	50.1	52.5	52.5	54.1	29.8	23.8	49.0	21.5	17.4
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	7	5	6	6	7	7	3	14	2	7	11	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	0	404	5	12	242	0	16	3	2	6	0	13
Growth 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
Initial Bse:	0	404	5	12	242	0	16	3	2	6	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	404	5	12	242	0	16	3	2	6	0	13
User 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
PHF 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
PHF Volume:	0	404	5	12	242	0	16	3	2	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	404	5	12	242	0	16	3	2	6	0	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	409	xxxx	xxxxx	679	675	242	675	673	407
Potent Cap.:	xxxx	xxxx	xxxxx	1161	xxxx	xxxxx	368	378	802	371	379	649
Move Cap.:	xxxx	xxxx	xxxxx	1161	xxxx	xxxxx	358	374	802	364	375	649
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	0.04	0.01	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	380	xxxxx	xxxx	521	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.0	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			15.0			12.2		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	0	404	5	12	242	0	16	3	2	6	0	13
ApproachDel:	xxxxxx			xxxxxx			15.0			12.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=703]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=703]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0 0	1	0	0 0 1!	0	0	0 0 1!	0	0
Initial Vol:	0	404	5	12	242	0	16	3	2	6	0	13

Major Street Volume: 663
Minor Approach Volume: 21
Minor Approach Volume Threshold: 426

SIGNAL WARRANT DISCLAIMER
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signal warrant (such as the 4-hour or 8-hour warrants).

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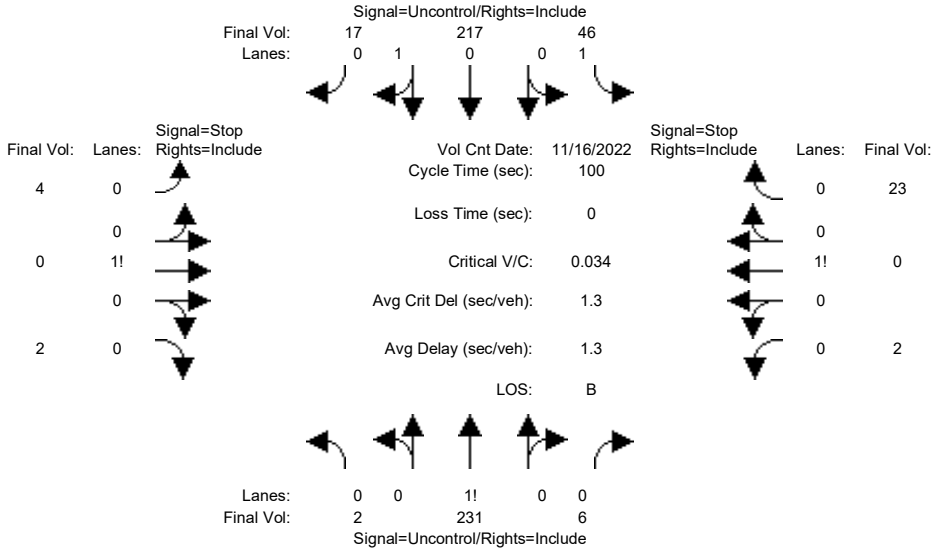
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 Nov 2022 << 5:00 - 6:00												
Base Vol:	2	231	6	46	217	17	4	0	2	2	0	23
Growth 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
Initial Bse:	2	231	6	46	217	17	4	0	2	2	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	231	6	46	217	17	4	0	2	2	0	23
User 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
PHF 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
PHF Volume:	2	231	6	46	217	17	4	0	2	2	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	231	6	46	217	17	4	0	2	2	0	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	234	xxxx	xxxxx	237	xxxx	xxxxx	567	559	226	557	564	234
Potent Cap.:	1345	xxxx	xxxxx	1342	xxxx	xxxxx	437	441	819	444	438	810
Move Cap.:	1345	xxxx	xxxxx	1342	xxxx	xxxxx	413	425	819	431	422	810
Volume/Cap:	0.00	xxxx	xxxx	0.03	xxxx	xxxx	0.01	0.00	0.00	0.00	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	495	xxxxx	xxxx	757	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	12.4	xxxxx	xxxxx	9.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	A	*
ApproachDel:	xxxxxx			xxxxxx			12.4			9.9		
ApproachLOS:	*			*			B			A		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	2	231	6	46	217	17	4	0	2	2	0	23
ApproachDel:	xxxxxx			xxxxxx			12.4			9.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=550]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=550]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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jurisdiction. Consideration of the other signal warrants, which is beyond
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	2	231	6	46	217	17	4	0	2	2	0	23

Major Street Volume: 519
Minor Approach Volume: 25
Minor Approach Volume Threshold: 511

SIGNAL WARRANT DISCLAIMER
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a traffic signal in the future. Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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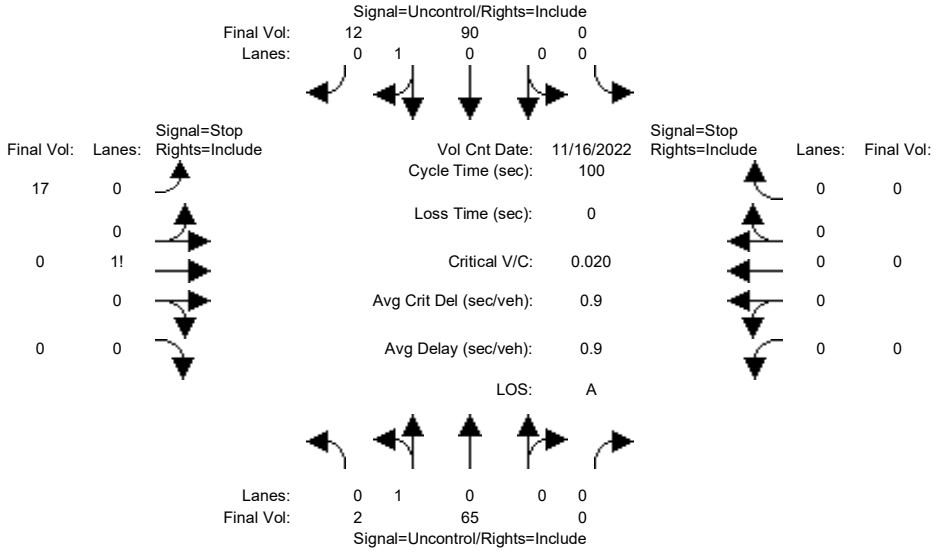
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module: >> Count Date: 16 Nov 2022 <<																
Base Vol:	2	65	0		0	90	12		17	0	0		0	0	0	
Growth 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	
Initial Bse:	2	65	0		0	90	12		17	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	65	0		0	90	12		17	0	0		0	0	0	
User 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	
PHF 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	
PHF Volume:	2	65	0		0	90	12		17	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	65	0		0	90	12		17	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	102	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1503	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1503	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	12	17	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=186]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	12	17	0	0	0	0	0

Major Street Volume: 169
Minor Approach Volume: 17
Minor Approach Volume Threshold: 694

SIGNAL WARRANT DISCLAIMER
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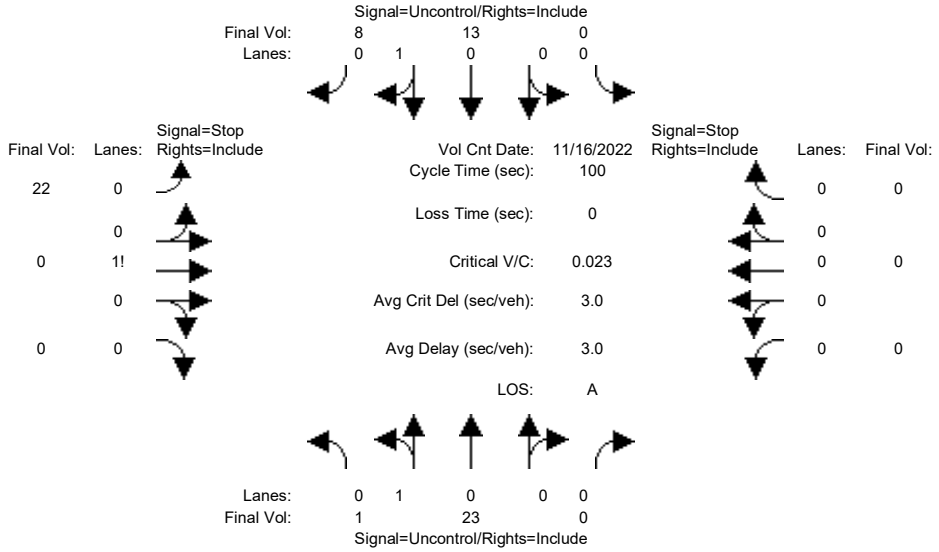
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module: >> Count Date: 16 Nov 2022 << 4:00 - 5:00 PM																
Base Vol:	1	23	0		0	13	8		22	0	0		0	0	0	
Growth 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	
Initial Bse:	1	23	0		0	13	8		22	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	1	23	0		0	13	8		22	0	0		0	0	0	
User 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	
PHF 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	
PHF Volume:	1	23	0		0	13	8		22	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	1	23	0		0	13	8		22	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	21	xxxx	xxxxx	xxxx	xxxx	xxxxx	42	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx	974	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met


```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    1   23     0     0   13     8    22    0     0     0    0     0
ApproachDel:    xxxxxx           xxxxxx              8.8           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=67]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
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a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #7 Lane Ave and Victor Way
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  1  0  0  0    0  0  0  1  0    1  0  0  0  0    0  0  0  0  0
Initial Vol:    1   23     0     0   13     8    22    0     0     0    0     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             45
Minor Approach Volume:           22
Minor Approach Volume Threshold: 1046
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
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a traffic signal in the future.  Intersections that exceed this warrant
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```
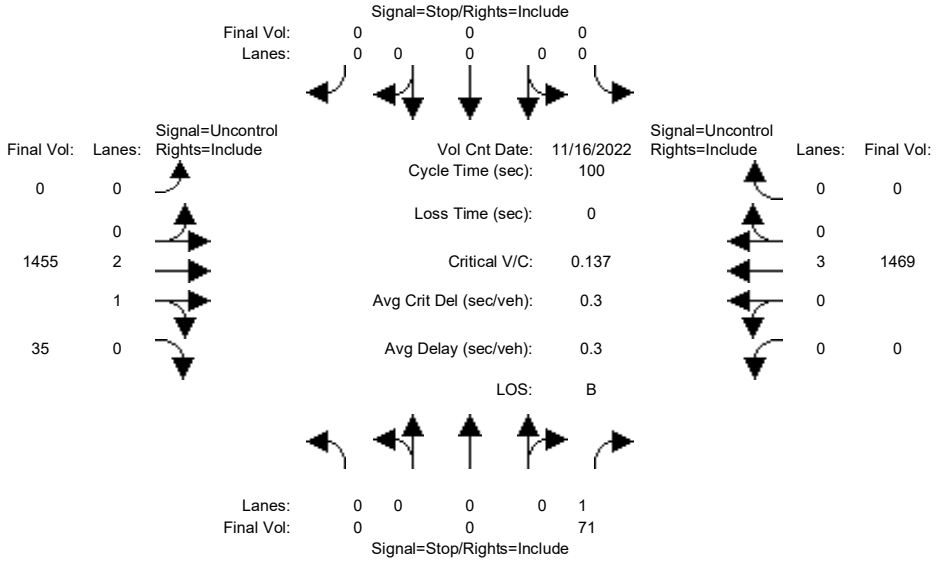


749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing AM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	0	0	71	0	0	0	0	1455	35	0	1469	0
Growth 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
Initial Bse:	0	0	71	0	0	0	0	1455	35	0	1469	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	71	0	0	0	0	1455	35	0	1469	0
User 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
PHF 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
PHF Volume:	0	0	71	0	0	0	0	1455	35	0	1469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	71	0	0	0	0	1455	35	0	1469	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	503	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	520	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	520	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	71	0	0	0	0	1455	35	0	1469	0
ApproachDel:	13.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3030]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	71	0	0	0	0	1455	35	0	1469	0

Major Street Volume: 2959
Minor Approach Volume: 71
Minor Approach Volume Threshold: -89 [less than minimum of 100]

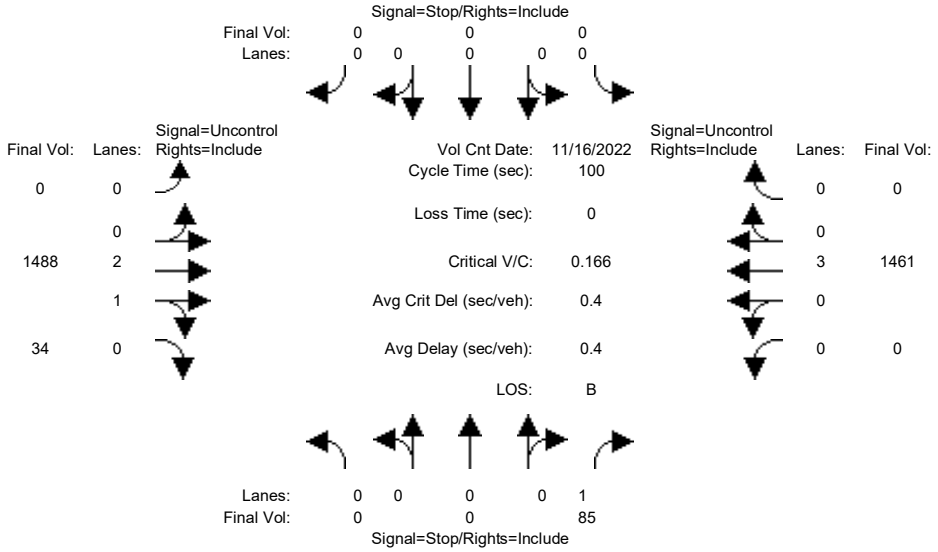
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 16 Nov 2022 << 5:00 - 6:00 PM												
Base Vol:	0	0	85	0	0	0	0	1488	34	0	1461	0
Growth 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
Initial Bse:	0	0	85	0	0	0	0	1488	34	0	1461	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	85	0	0	0	0	1488	34	0	1461	0
User 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
PHF 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
PHF Volume:	0	0	85	0	0	0	0	1488	34	0	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	85	0	0	0	0	1488	34	0	1461	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	513	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	512	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	512	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	85	0	0	0	0	1488	34	0	1461	0
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3068]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	85	0	0	0	0	1488	34	0	1461	0

Major Street Volume: 2983
Minor Approach Volume: 85
Minor Approach Volume Threshold: -92 [less than minimum of 100]

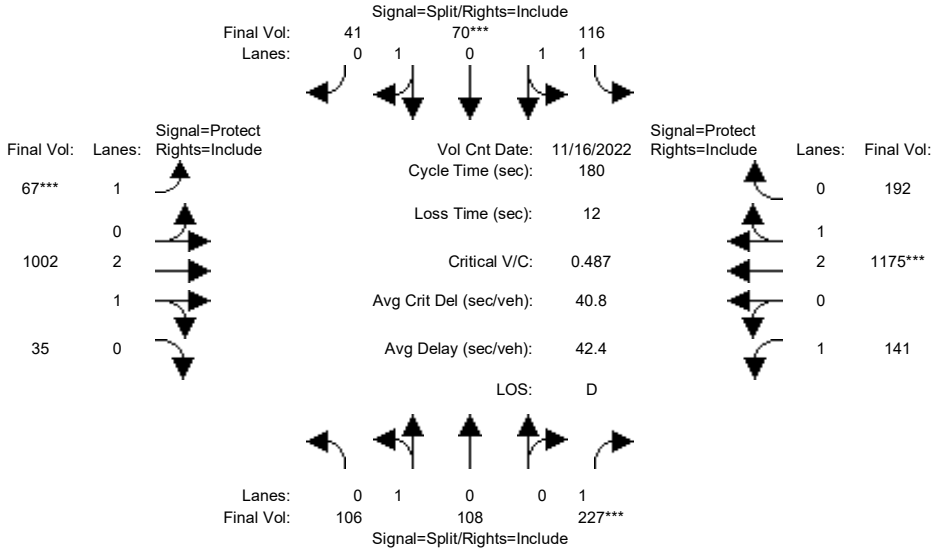
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1001: El Camino Real and Castro Street



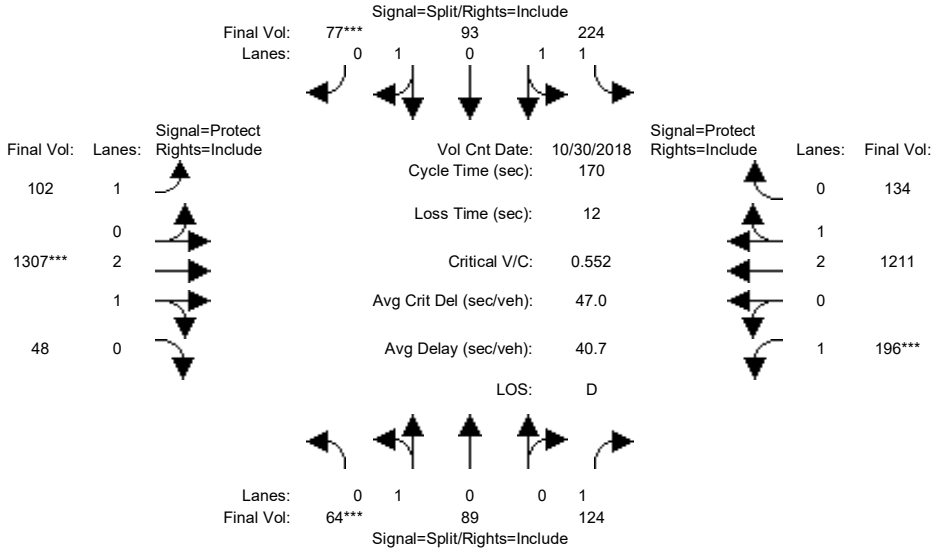
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	106	108	227	116	70	41	67	1002	35	141	1175	192
Growth 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
Initial Bse:	106	108	227	116	70	41	67	1002	35	141	1175	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	108	227	116	70	41	67	1002	35	141	1175	192
User 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
PHF 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
PHF Volume:	106	108	227	116	70	41	67	1002	35	141	1175	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	108	227	116	70	41	67	1002	35	141	1175	192
PCE 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
MLF 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
FinalVolume:	106	108	227	116	70	41	67	1002	35	141	1175	192
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.50	0.50	1.00	1.55	0.91	0.54	1.00	2.90	0.10	1.00	2.56	0.44
Final Sat.:	892	908	1750	2734	1650	966	1750	5411	189	1750	4812	786
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.13	0.04	0.04	0.04	0.04	0.19	0.19	0.08	0.24	0.24
Crit Moves:			****		****		****				****	
Green Time:	47.9	47.9	47.9	15.7	15.7	15.7	14.1	72.7	72.7	31.6	90.2	90.2
Volume/Cap:	0.45	0.45	0.49	0.49	0.49	0.49	0.49	0.46	0.46	0.46	0.49	0.49
Delay/Veh:	55.6	55.6	56.5	79.1	79.1	79.1	82.2	39.4	39.4	67.6	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	55.6	56.5	79.1	79.1	79.1	82.2	39.4	39.4	67.6	29.7	29.7
LOS by Move:	E	E	E	E	E	E	F	D	D	E	C	C
HCM2kAvgQ:	10	10	11	5	5	5	4	14	14	8	16	16

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1001: El Camino Real and Castro Street



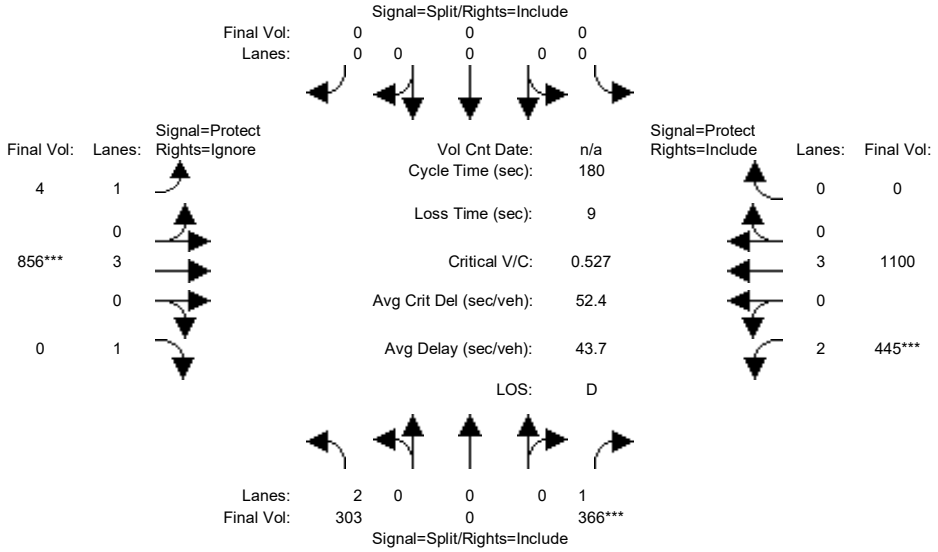
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:00 - 6:00 PM												
Base Vol:	64	89	124	224	93	77	102	1307	48	196	1211	134
Growth 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
Initial Bse:	64	89	124	224	93	77	102	1307	48	196	1211	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	89	124	224	93	77	102	1307	48	196	1211	134
User 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
PHF 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
PHF Volume:	64	89	124	224	93	77	102	1307	48	196	1211	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	89	124	224	93	77	102	1307	48	196	1211	134
PCE 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
MLF 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
FinalVolume:	64	89	124	224	93	77	102	1307	48	196	1211	134
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.42	0.58	1.00	1.72	0.70	0.58	1.00	2.89	0.11	1.00	2.69	0.31
Final Sat.:	753	1047	1750	3041	1263	1045	1750	5401	198	1750	5041	558
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.07	0.07	0.07	0.07	0.06	0.24	0.24	0.11	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	26.2	26.2	26.2	22.7	22.7	22.7	21.3	74.6	74.6	34.5	87.8	87.8
Volume/Cap:	0.55	0.55	0.46	0.55	0.55	0.55	0.47	0.55	0.55	0.55	0.47	0.47
Delay/Veh:	68.9	68.9	66.7	69.8	69.8	69.8	70.6	35.6	35.6	62.7	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.9	68.9	66.7	69.8	69.8	69.8	70.6	35.6	35.6	62.7	26.3	26.3
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	8	8	7	7	7	7	5	17	17	10	15	15

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1002: El Camino Real and El Monte Avenue



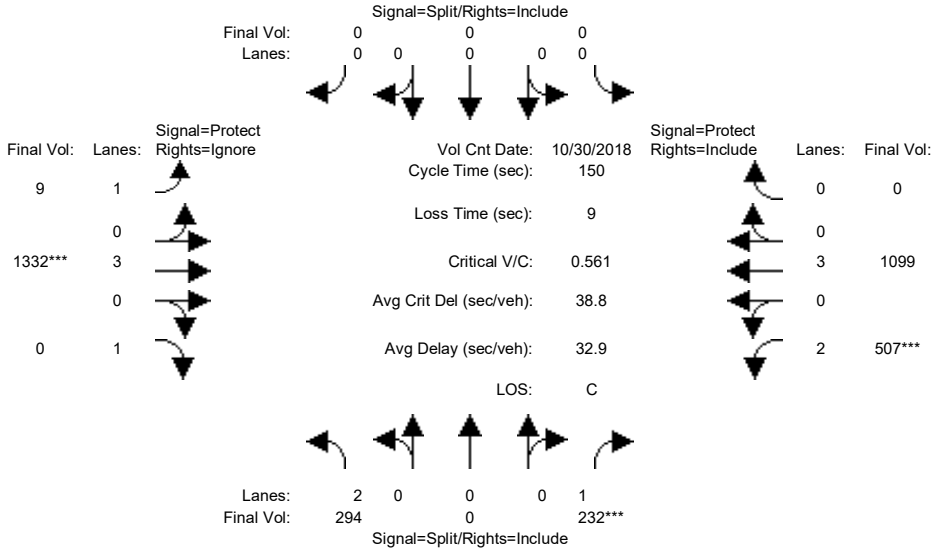
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	303	0	366	0	0	0	4	856	0	445	1100	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	0	366	0	0	0	4	856	0	445	1100	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	0	366	0	0	0	4	856	0	445	1100	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	303	0	366	0	0	0	4	856	0	445	1100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	366	0	0	0	4	856	0	445	1100	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	303	0	366	0	0	0	4	856	0	445	1100	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.14	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	71.4	0.0	71.4	0.0	0.0	0.0	16.7	51.3	0.0	48.3	82.9	0.0
Volume/Cap:	0.24	0.00	0.53	0.00	0.00	0.00	0.02	0.53	0.00	0.53	0.42	0.00
Delay/Veh:	36.3	0.0	42.1	0.0	0.0	0.0	74.3	54.5	0.0	56.8	32.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	0.0	42.1	0.0	0.0	0.0	74.3	54.5	0.0	56.8	32.6	0.0
LOS by Move:	D	A	D	A	A	A	E	D	A	E	C	A
HCM2kAvgQ:	6	0	16	0	0	0	0	13	0	12	13	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1002: El Camino Real and El Monte Avenue



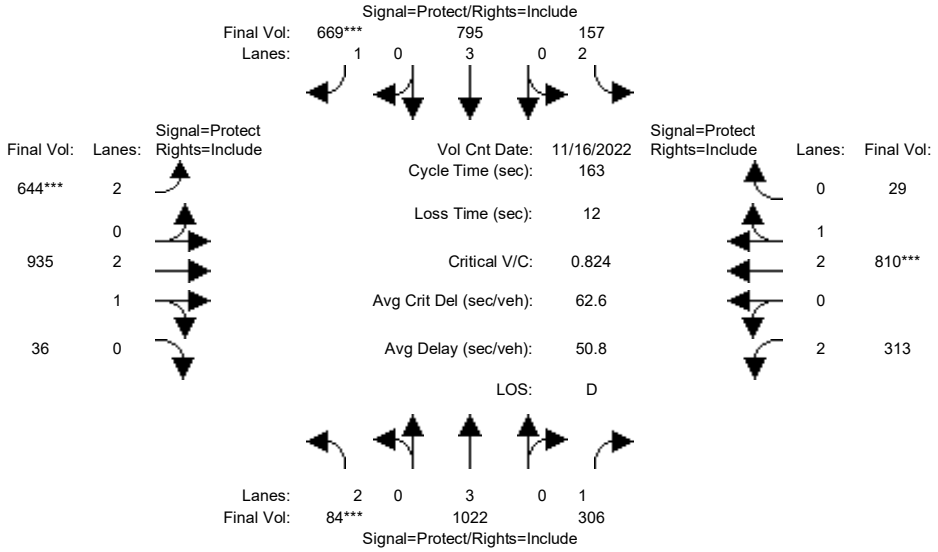
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	294	0	232	0	0	0	9	1332	0	507	1099	0
Growth 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
Initial Bse:	294	0	232	0	0	0	9	1332	0	507	1099	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	0	232	0	0	0	9	1332	0	507	1099	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	294	0	232	0	0	0	9	1332	0	507	1099	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	232	0	0	0	9	1332	0	507	1099	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	294	0	232	0	0	0	9	1332	0	507	1099	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.01	0.23	0.00	0.16	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	35.5	0.0	35.5	0.0	0.0	0.0	20.6	62.5	0.0	43.0	85.0	0.0
Volume/Cap:	0.39	0.00	0.56	0.00	0.00	0.00	0.04	0.56	0.00	0.56	0.34	0.00
Delay/Veh:	48.6	0.0	52.2	0.0	0.0	0.0	56.2	33.6	0.0	46.2	17.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.6	0.0	52.2	0.0	0.0	0.0	56.2	33.6	0.0	46.2	17.5	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	D	B	A
HCM2kAvgQ:	7	0	10	0	0	0	0	15	0	11	9	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1003: El Camino Real and Grant Road/SR-237



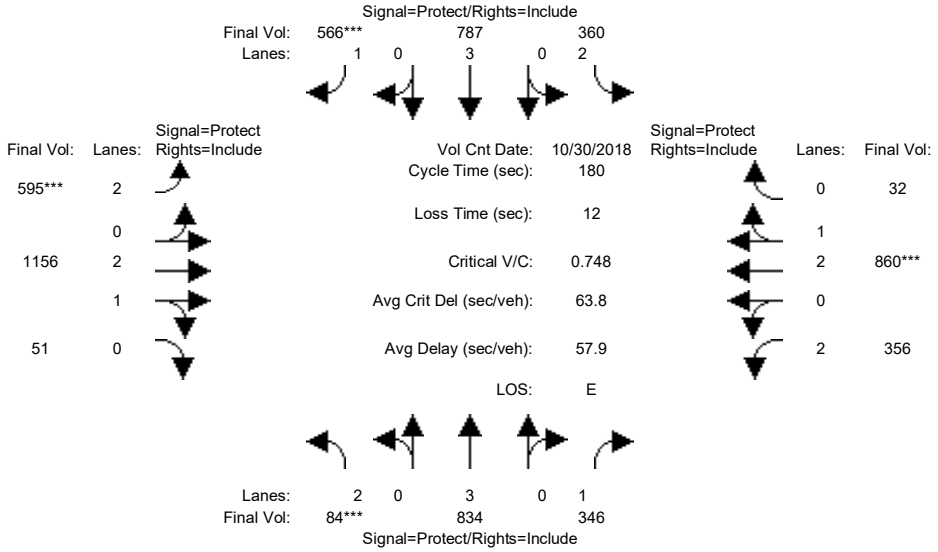
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	84	1022	306	157	795	669	644	935	36	313	810	29
Growth 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
Initial Bse:	84	1022	306	157	795	669	644	935	36	313	810	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1022	306	157	795	669	644	935	36	313	810	29
User 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
PHF 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
PHF Volume:	84	1022	306	157	795	669	644	935	36	313	810	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1022	306	157	795	669	644	935	36	313	810	29
PCE 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
MLF 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
FinalVolume:	84	1022	306	157	795	669	644	935	36	313	810	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5392	208	3150	5406	194
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.17	0.05	0.14	0.38	0.20	0.17	0.17	0.10	0.15	0.15
Crit Moves:	****					****	****				****	
Green Time:	7.0	64.0	64.0	17.8	74.7	74.7	40.0	44.0	44.0	25.2	29.3	29.3
Volume/Cap:	0.62	0.46	0.45	0.46	0.30	0.83	0.83	0.64	0.64	0.64	0.83	0.83
Delay/Veh:	85.3	36.8	36.9	69.0	27.8	46.2	66.1	53.5	53.5	67.6	70.6	70.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	36.8	36.9	69.0	27.8	46.2	66.1	53.5	53.5	67.6	70.6	70.6
LOS by Move:	F	D	D	E	C	D	E	D	D	E	E	E
HCM2kAvgQ:	3	12	12	5	8	33	19	14	14	10	16	16

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1003: El Camino Real and Grant Road/SR-237



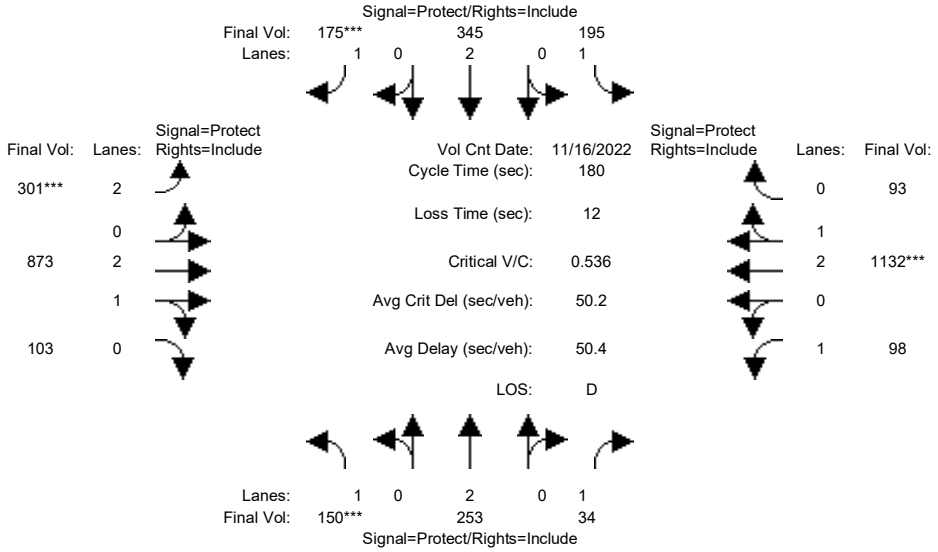
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	84	834	346	360	787	566	595	1156	51	356	860	32
Growth 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
Initial Bse:	84	834	346	360	787	566	595	1156	51	356	860	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	834	346	360	787	566	595	1156	51	356	860	32
User 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
PHF 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
PHF Volume:	84	834	346	360	787	566	595	1156	51	356	860	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	834	346	360	787	566	595	1156	51	356	860	32
PCE 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
MLF 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
FinalVolume:	84	834	346	360	787	566	595	1156	51	356	860	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5363	237	3150	5399	201
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.20	0.11	0.14	0.32	0.19	0.22	0.22	0.11	0.16	0.16
Crit Moves:	****					****	****				****	
Green Time:	7.0	53.6	53.6	31.0	77.5	77.5	45.3	54.8	54.8	28.7	38.2	38.2
Volume/Cap:	0.69	0.49	0.66	0.66	0.32	0.75	0.75	0.71	0.71	0.71	0.75	0.75
Delay/Veh:	100.4	52.2	58.6	72.8	33.9	47.3	66.2	56.9	56.9	76.3	69.2	69.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.4	52.2	58.6	72.8	33.9	47.3	66.2	56.9	56.9	76.3	69.2	69.2
LOS by Move:	F	D	E	E	C	D	E	E	E	E	E	E
HCM2kAvgQ:	4	12	18	12	9	29	18	20	20	12	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing AM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



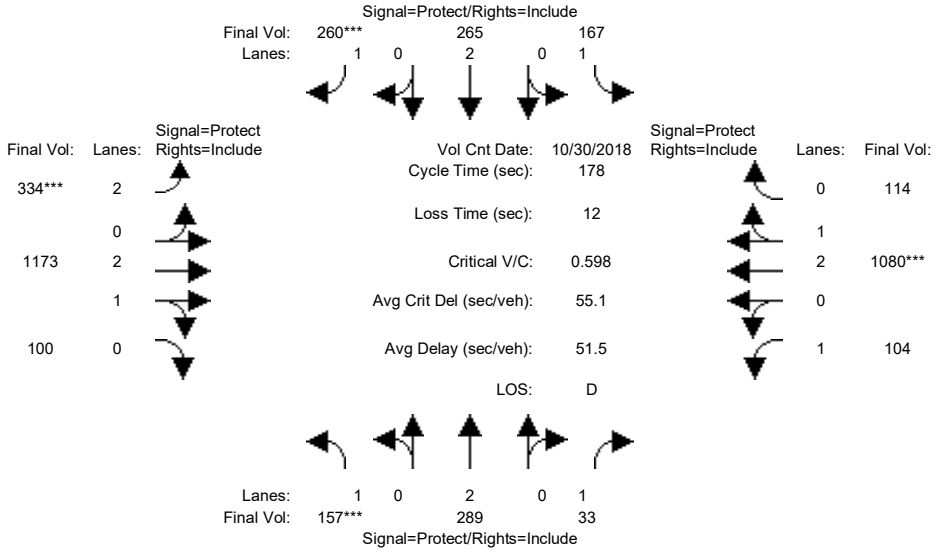
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 Nov 2022 <<												
Base Vol:	150	253	34	195	345	175	301	873	103	98	1132	93
Growth 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
Initial Bse:	150	253	34	195	345	175	301	873	103	98	1132	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	253	34	195	345	175	301	873	103	98	1132	93
User 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
PHF 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
PHF Volume:	150	253	34	195	345	175	301	873	103	98	1132	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	253	34	195	345	175	301	873	103	98	1132	93
PCE 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
MLF 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
FinalVolume:	150	253	34	195	345	175	301	873	103	98	1132	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	1.00	2.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5008	591	1750	5174	425
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.11	0.09	0.10	0.10	0.17	0.17	0.06	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	28.8	23.3	23.3	39.1	33.6	33.6	32.1	79.9	79.9	25.7	73.5	73.5
Volume/Cap:	0.54	0.51	0.15	0.51	0.49	0.54	0.54	0.39	0.39	0.39	0.54	0.54
Delay/Veh:	71.5	74.0	69.8	63.3	66.0	67.9	68.2	33.8	33.8	71.1	40.6	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.5	74.0	69.8	63.3	66.0	67.9	68.2	33.8	33.8	71.1	40.6	40.6
LOS by Move:	E	E	E	E	E	E	E	C	C	E	D	D
HCM2kAvgQ:	9	7	2	10	9	10	9	12	12	5	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing PM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



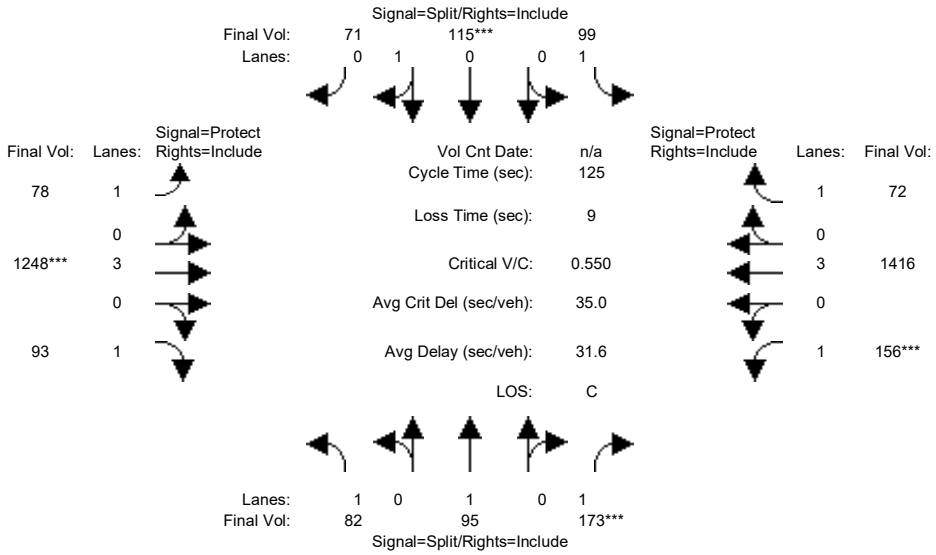
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:30 - 6:30 PM												
Base Vol:	157	289	33	167	265	260	334	1173	100	104	1080	114
Growth 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
Initial Bse:	157	289	33	167	265	260	334	1173	100	104	1080	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	289	33	167	265	260	334	1173	100	104	1080	114
User 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
PHF 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
PHF Volume:	157	289	33	167	265	260	334	1173	100	104	1080	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	289	33	167	265	260	334	1173	100	104	1080	114
PCE 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
MLF 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
FinalVolume:	157	289	33	167	265	260	334	1173	100	104	1080	114
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5160	440	1750	5065	535
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.10	0.07	0.15	0.11	0.23	0.23	0.06	0.21	0.21
Crit Moves:	****					****	****				****	
Green Time:	26.7	31.5	31.5	39.5	44.2	44.2	31.6	75.4	75.4	19.7	63.5	63.5
Volume/Cap:	0.60	0.43	0.11	0.43	0.28	0.60	0.60	0.54	0.54	0.54	0.60	0.60
Delay/Veh:	74.4	65.7	61.6	60.4	54.2	61.3	69.2	38.5	38.5	77.8	47.3	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	65.7	61.6	60.4	54.2	61.3	69.2	38.5	38.5	77.8	47.3	47.3
LOS by Move:	E	E	E	E	D	E	E	D	D	E	D	D
HCM2kAvgQ:	9	7	2	8	6	14	10	17	17	6	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #4: Calderon Ave and El Camino Real



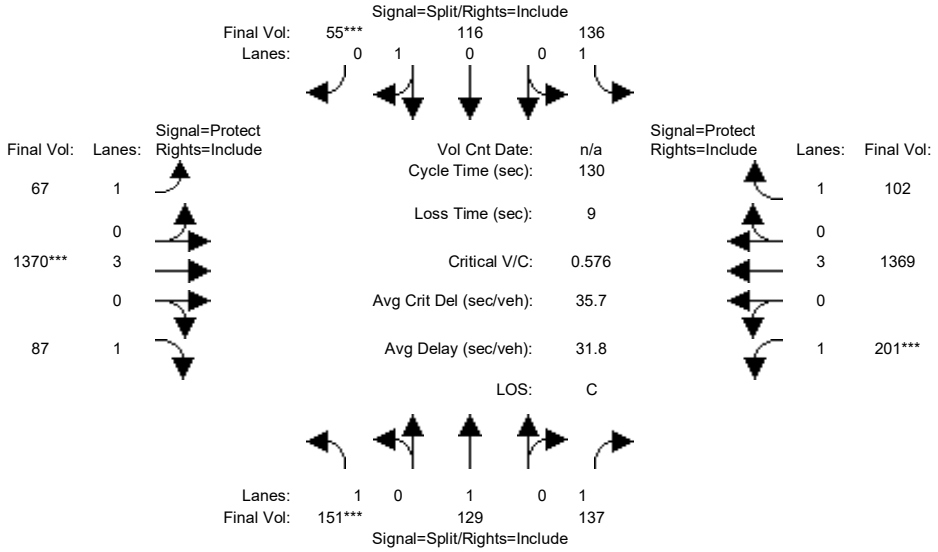
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	95	173	99	115	71	78	1248	93	156	1416	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	95	173	99	115	71	78	1248	93	156	1416	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	95	173	99	115	71	78	1248	93	156	1416	72
User 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
PHF 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
PHF Volume:	82	95	173	99	115	71	78	1248	93	156	1416	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	95	173	99	115	71	78	1248	93	156	1416	72
PCE 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
MLF 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
FinalVolume:	82	95	173	99	115	71	78	1248	93	156	1416	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1113	687	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10	0.06	0.10	0.10	0.04	0.22	0.05	0.09	0.25	0.04
Crit Moves:			****		****			****		****		
Green Time:	22.5	22.5	22.5	23.5	23.5	23.5	12.9	49.8	49.8	20.3	57.2	57.2
Volume/Cap:	0.26	0.28	0.55	0.30	0.55	0.55	0.43	0.55	0.13	0.55	0.54	0.09
Delay/Veh:	44.6	44.7	48.7	44.2	47.9	47.9	54.3	29.3	24.0	50.5	24.7	19.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	44.7	48.7	44.2	47.9	47.9	54.3	29.3	24.0	50.5	24.7	19.3
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	3	7	4	7	7	3	12	2	6	12	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #4: Calderon Ave and El Camino Real



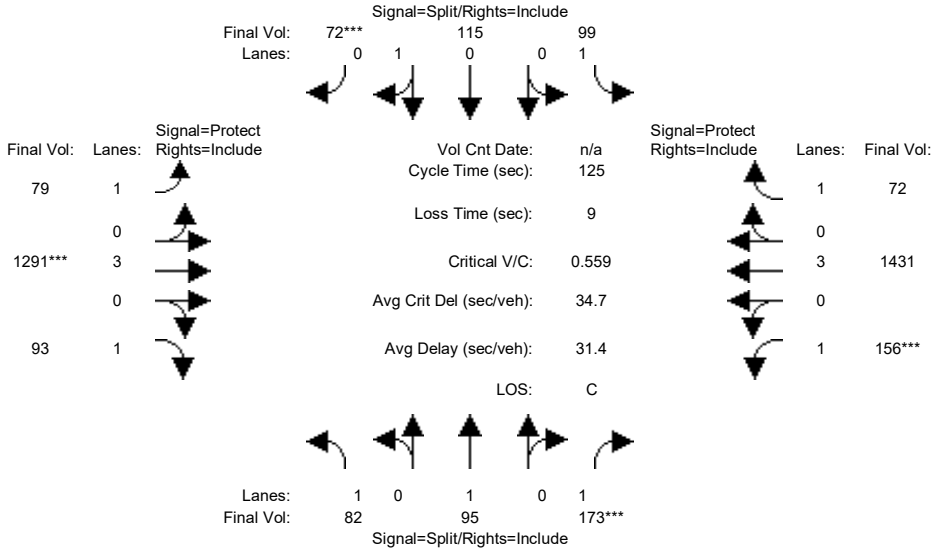
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	129	137	136	116	55	67	1370	87	201	1369	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	129	137	136	116	55	67	1370	87	201	1369	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	129	137	136	116	55	67	1370	87	201	1369	102
User 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
PHF 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
PHF Volume:	151	129	137	136	116	55	67	1370	87	201	1369	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	129	137	136	116	55	67	1370	87	201	1369	102
PCE 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
MLF 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
FinalVolume:	151	129	137	136	116	55	67	1370	87	201	1369	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1221	579	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.08	0.10	0.10	0.04	0.24	0.05	0.11	0.24	0.06
Crit Moves:	****					****		****			****	
Green Time:	19.5	19.5	19.5	21.4	21.4	21.4	14.7	54.2	54.2	25.9	65.4	65.4
Volume/Cap:	0.58	0.45	0.52	0.47	0.58	0.58	0.34	0.58	0.12	0.58	0.48	0.12
Delay/Veh:	54.6	51.6	52.9	50.4	52.9	52.9	54.2	29.4	23.3	49.5	21.2	17.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	51.6	52.9	50.4	52.9	52.9	54.2	29.4	23.3	49.5	21.2	17.1
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	7	5	6	6	7	7	3	14	2	7	11	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #4: Calderon Ave and El Camino Real



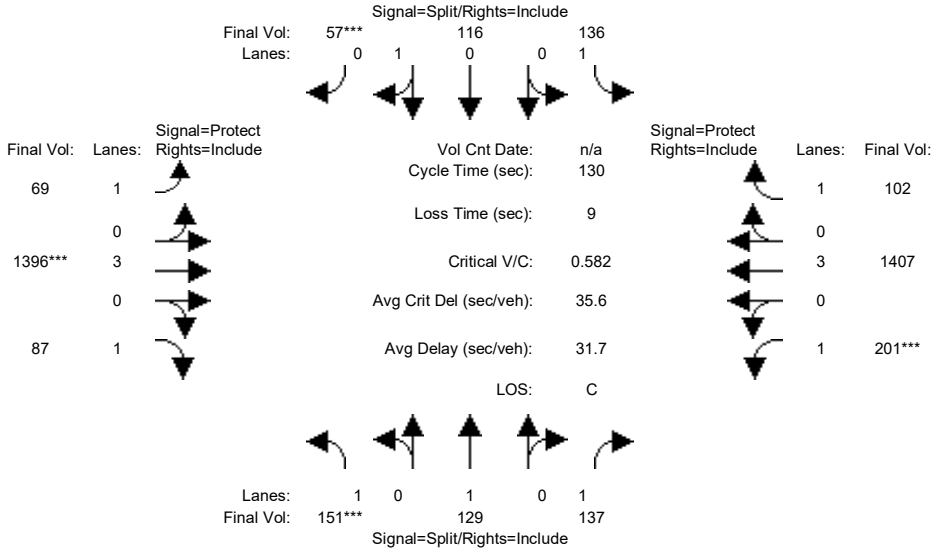
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	95	173	99	115	71	78	1248	93	156	1416	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	95	173	99	115	71	78	1248	93	156	1416	72
Added Vol:	0	0	0	0	0	1	1	43	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	95	173	99	115	72	79	1291	93	156	1431	72
User 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
PHF 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
PHF Volume:	82	95	173	99	115	72	79	1291	93	156	1431	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	95	173	99	115	72	79	1291	93	156	1431	72
PCE 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
MLF 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
FinalVolume:	82	95	173	99	115	72	79	1291	93	156	1431	72
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.61	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1107	693	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10	0.06	0.10	0.10	0.05	0.23	0.05	0.09	0.25	0.04
Crit Moves:			****			****		****		****		
Green Time:	22.1	22.1	22.1	23.2	23.2	23.2	12.9	50.7	50.7	19.9	57.7	57.7
Volume/Cap:	0.26	0.28	0.56	0.30	0.56	0.56	0.44	0.56	0.13	0.56	0.54	0.09
Delay/Veh:	44.9	45.0	49.3	44.4	48.3	48.3	54.4	28.9	23.4	51.0	24.4	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.9	45.0	49.3	44.4	48.3	48.3	54.4	28.9	23.4	51.0	24.4	18.9
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	3	3	7	4	7	7	4	13	2	6	12	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #4: Calderon Ave and El Camino Real



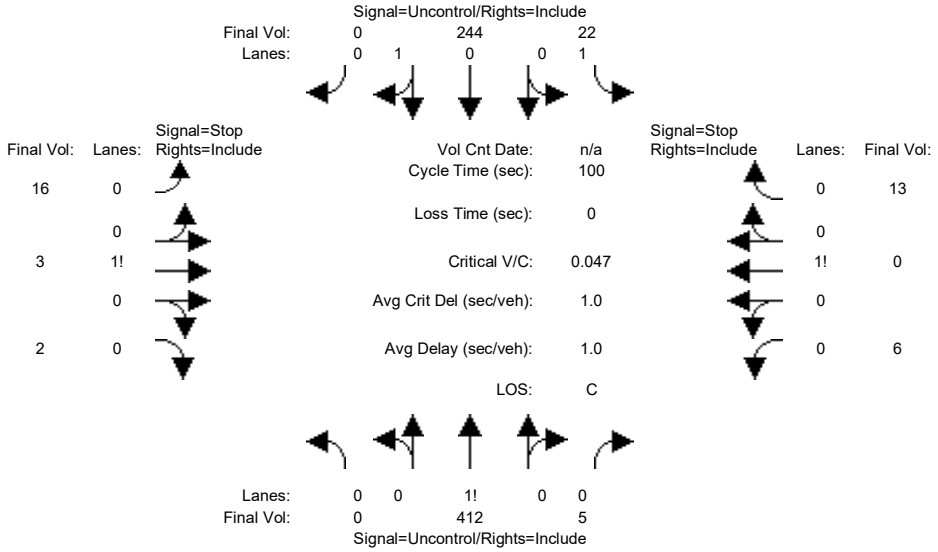
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	129	137	136	116	55	67	1370	87	201	1369	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	129	137	136	116	55	67	1370	87	201	1369	102
Added Vol:	0	0	0	0	0	2	2	26	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	129	137	136	116	57	69	1396	87	201	1407	102
User 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
PHF 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
PHF Volume:	151	129	137	136	116	57	69	1396	87	201	1407	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	129	137	136	116	57	69	1396	87	201	1407	102
PCE 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
MLF 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
FinalVolume:	151	129	137	136	116	57	69	1396	87	201	1407	102
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.67	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1207	593	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.08	0.10	0.10	0.04	0.24	0.05	0.11	0.25	0.06
Crit Moves:	****					****		****		****		
Green Time:	19.3	19.3	19.3	21.4	21.4	21.4	14.4	54.7	54.7	25.6	65.9	65.9
Volume/Cap:	0.58	0.46	0.53	0.47	0.58	0.58	0.36	0.58	0.12	0.58	0.49	0.11
Delay/Veh:	55.0	51.8	53.2	50.4	53.1	53.1	54.7	29.3	23.0	49.9	21.1	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	51.8	53.2	50.4	53.1	53.1	54.7	29.3	23.0	49.9	21.1	16.8
LOS by Move:	D	D	D	D	D	D	D	C	C	D	C	B
HCM2kAvgQ:	7	5	6	6	7	7	3	14	2	7	12	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	412	5	22	244	0	16	3	2	6	0	13
Growth 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
Initial Bse:	0	412	5	22	244	0	16	3	2	6	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	412	5	22	244	0	16	3	2	6	0	13
User 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
PHF 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
PHF Volume:	0	412	5	22	244	0	16	3	2	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	412	5	22	244	0	16	3	2	6	0	13
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	417	xxxx	xxxxx	709	705	244	705	703	415
Potent Cap.:	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx	352	363	800	354	365	642
Move Cap.:	xxxx	xxxx	xxxxx	1153	xxxx	xxxxx	339	357	800	346	358	642
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.05	0.01	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	362	xxxxx	xxxx	505	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	12.4	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			15.6			12.4		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	412	5	22	244	0	16	3	2	6	0	13
ApproachDel:	xxxxxx			xxxxxx			15.6			12.4		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=723]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=723]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	412	5	22	244	0	16	3	2	6	0	13

Major Street Volume: 683
Minor Approach Volume: 21
Minor Approach Volume Threshold: 416

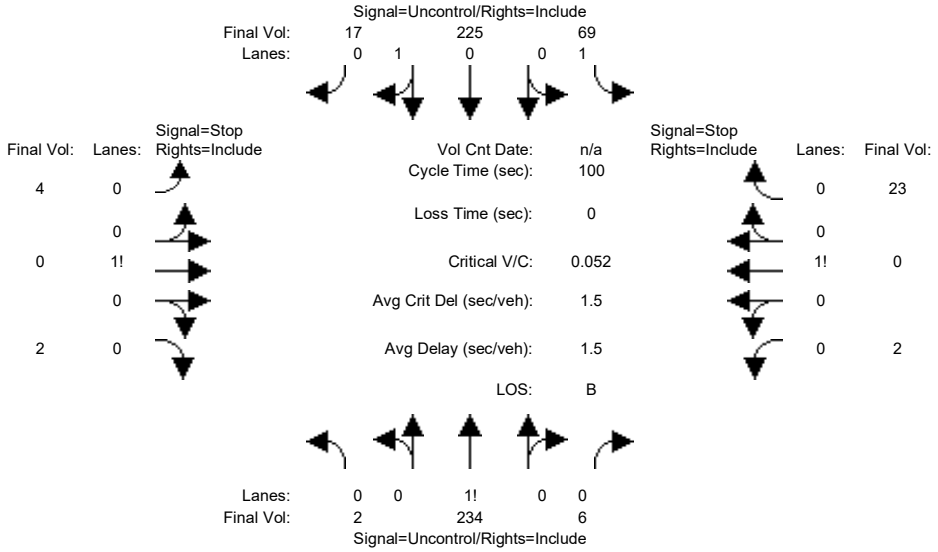
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	2	234	6	69	225	17	4	0	2	2	0	23
Growth 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
Initial Bse:	2	234	6	69	225	17	4	0	2	2	0	23
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	234	6	69	225	17	4	0	2	2	0	23
User 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
PHF 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
PHF Volume:	2	234	6	69	225	17	4	0	2	2	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	234	6	69	225	17	4	0	2	2	0	23
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	242	xxxx	xxxxx	240	xxxx	xxxxx	624	616	234	614	621	237
Potent Cap.:	1336	xxxx	xxxxx	1339	xxxx	xxxxx	401	409	811	407	406	807
Move Cap.:	1336	xxxx	xxxxx	1339	xxxx	xxxxx	374	387	811	390	385	807
Volume/Cap:	0.00	xxxx	xxxx	0.05	xxxx	xxxx	0.01	0.00	0.00	0.01	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	455	xxxxx	xxxx	743	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.0	xxxxx	xxxxx	10.0	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.0			10.0		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	2	234	6	69	225	17	4	0	2	2	0	23
ApproachDel:	xxxxxx			xxxxxx			13.0			10.0		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=584]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=25]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=584]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

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Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0 0			1 0 0 1 0			0 0 1! 0 0			0 0 1! 0 0		
Initial Vol:	2	234	6	69	225	17	4	0	2	2	0	23

Major Street Volume: 553
Minor Approach Volume: 25
Minor Approach Volume Threshold: 489

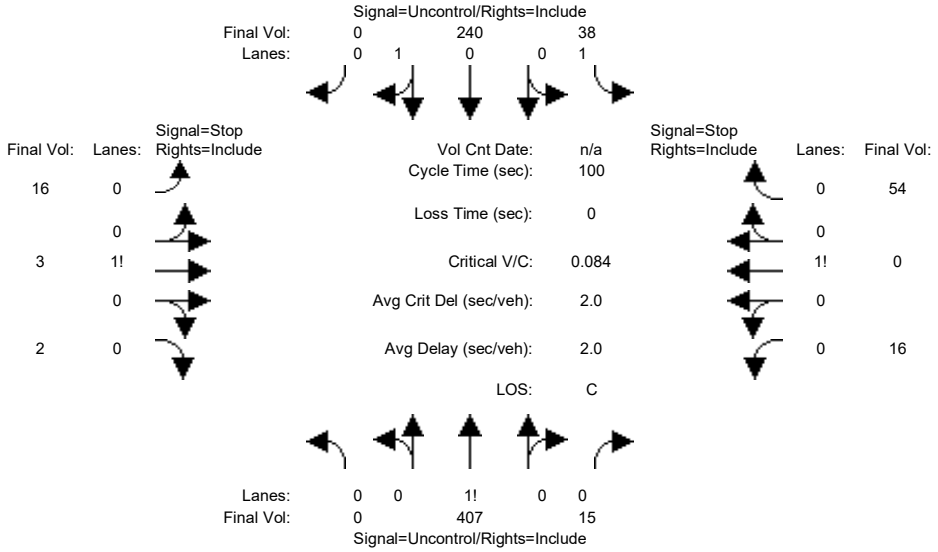
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	412	5	22	244	0	16	3	2	6	0	13
Growth 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
Initial Bse:	0	412	5	22	244	0	16	3	2	6	0	13
Added Vol:	0	-5	10	16	-4	0	0	0	0	10	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	407	15	38	240	0	16	3	2	16	0	54
User 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
PHF 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
PHF Volume:	0	407	15	38	240	0	16	3	2	16	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	407	15	38	240	0	16	3	2	16	0	54
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	422	xxxx	xxxxx	758	738	240	733	731	415
Potent Cap.:	xxxx	xxxx	xxxxx	1148	xxxx	xxxxx	326	348	804	339	351	642
Move Cap.:	xxxx	xxxx	xxxxx	1148	xxxx	xxxxx	291	336	804	327	340	642
Volume/Cap:	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	0.05	0.01	0.00	0.05	0.00	0.08
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	317	xxxxx	xxxx	526	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.2	xxxxx	xxxxx	12.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			17.2			12.9		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	407	15	38	240	0	16	3	2	16	0	54
ApproachDel:	xxxxxx			xxxxxx			17.2			12.9		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=791]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=70]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=791]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	407	15	38	240	0	16	3	2	16	0	54

Major Street Volume: 700
Minor Approach Volume: 70
Minor Approach Volume Threshold: 408

SIGNAL WARRANT DISCLAIMER
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a traffic signal in the future. Intersections that exceed this warrant
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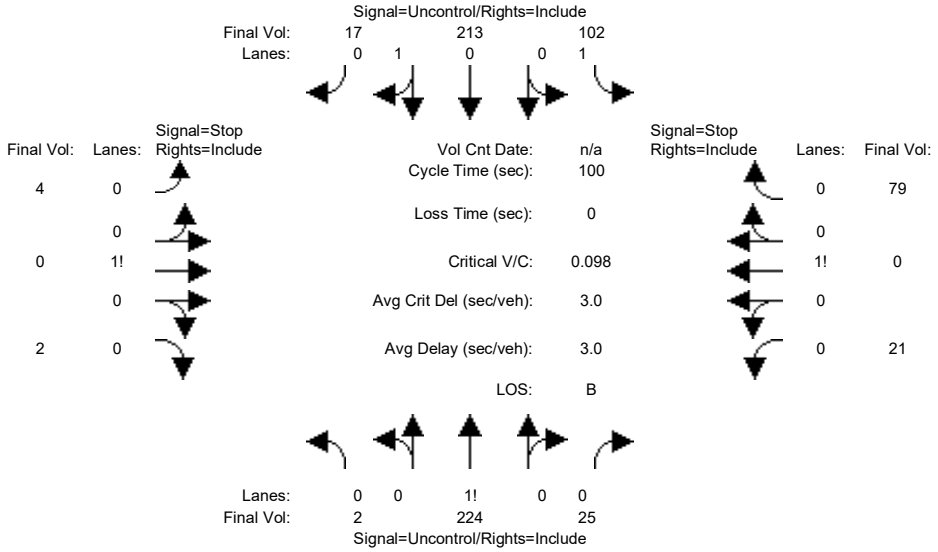
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	2	234	6	69	225	17	4	0	2	2	0	23
Growth 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
Initial Bse:	2	234	6	69	225	17	4	0	2	2	0	23
Added Vol:	0	-10	19	33	-12	0	0	0	0	19	0	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	5
Initial Fut:	2	224	25	102	213	17	4	0	2	21	0	79
User 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
PHF 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
PHF Volume:	2	224	25	102	213	17	4	0	2	21	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	224	25	102	213	17	4	0	2	21	0	79
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	230	xxxx	xxxxx	249	xxxx	xxxxx	706	679	222	667	675	237
Potent Cap.:	1350	xxxx	xxxxx	1328	xxxx	xxxxx	354	376	823	375	378	807
Move Cap.:	1350	xxxx	xxxxx	1328	xxxx	xxxxx	300	347	823	352	349	807
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	0.01	0.00	0.00	0.06	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	380	xxxxx	xxxx	635	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	14.6	xxxxx	xxxxx	11.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			14.6			11.7		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	2	224		25	102	213	17	4	0	2	21	0	79
ApproachDel:	xxxxxx			xxxxxx			14.6			11.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=689]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=100]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=689]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	2	224		25	102	213	17	4	0	2	21	0	79

Major Street Volume: 583
Minor Approach Volume: 100
Minor Approach Volume Threshold: 471

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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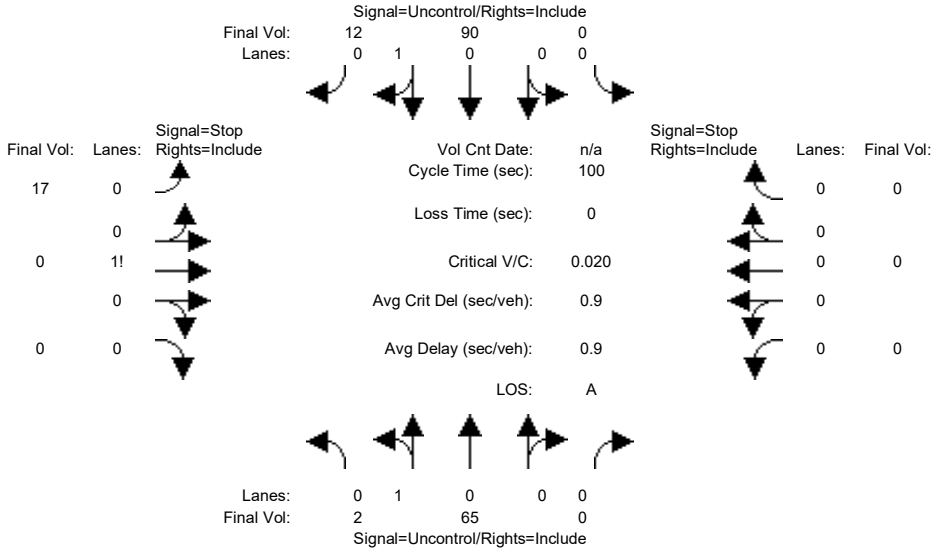
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	2	65	0		0	90	12		17	0	0		0	0	0	
Growth 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	
Initial Bse:	2	65	0		0	90	12		17	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	65	0		0	90	12		17	0	0		0	0	0	
User 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	
PHF 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	
PHF Volume:	2	65	0		0	90	12		17	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	65	0		0	90	12		17	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	102	xxxx	xxxxx	xxxx	xxxx	xxxxx	165	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1503	xxxx	xxxxx	xxxx	xxxx	xxxxx	830	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1503	xxxx	xxxxx	xxxx	xxxx	xxxxx	829	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	12	17	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.4			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=17]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=186]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	12	17	0	0	0	0	0

Major Street Volume: 169
Minor Approach Volume: 17
Minor Approach Volume Threshold: 694

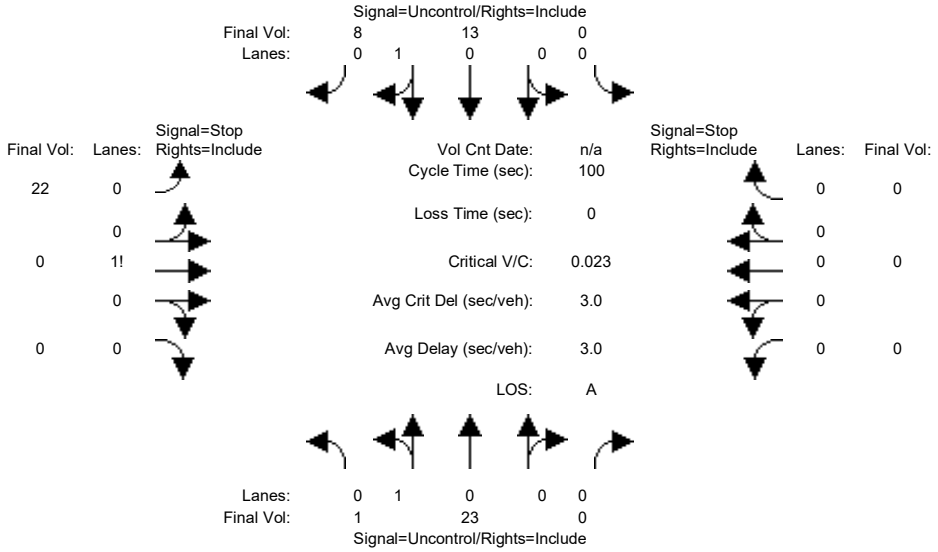
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	1		23		0		0		13		8		22		0		0		0		0		0	
Growth 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	
Initial Bse:	1		23		0		0		13		8		22		0		0		0		0		0	
Added Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	1		23		0		0		13		8		22		0		0		0		0		0	
User 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	
PHF 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	
PHF Volume:	1		23		0		0		13		8		22		0		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	1		23		0		0		13		8		22		0		0		0		0		0	
Critical Gap Module:																								
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx							6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	21	xxxx	xxxxx	xxxx	xxxx	xxxxx							42	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Potent Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx							974	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Move Cap.:	1608	xxxx	xxxxx	xxxx	xxxx	xxxxx							974	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx							0.02	xxxx	xxxx	xxxx	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx							0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx						
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
LOS by Move:	A	*		*		*		*		*		*	A	*		*		*		*		*		*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx						
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx							xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx						
Shared LOS:	A	*		*		*		*		*		*	*	*		*		*		*		*		*
ApproachDel:	xxxxxx			xxxxxx									8.8			xxxxxx								
ApproachLOS:	*			*									A			*								

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1 0	0	0	0	0 1	0
Initial Vol:	1	23	0	0	13	8	22	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=22]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=67]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1 0	0	0	0	0 1	0
Initial Vol:	1	23	0	0	13	8	22	0	0	0	0	0

Major Street Volume: 45
Minor Approach Volume: 22
Minor Approach Volume Threshold: 1046

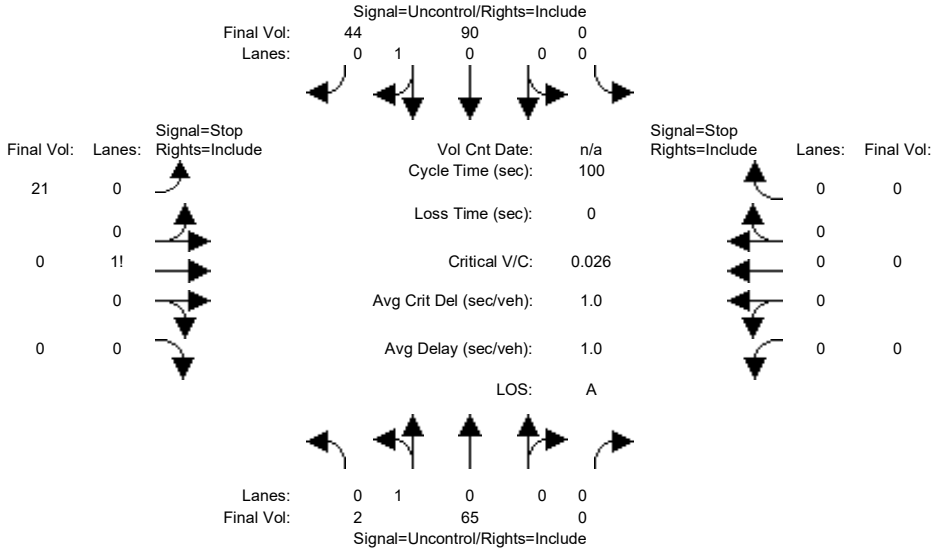
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	2	65	0	0	90	12	17	0	0	0	0	0
Growth 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
Initial Bse:	2	65	0	0	90	12	17	0	0	0	0	0
Added Vol:	0	0	0	0	0	32	4	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	65	0	0	90	44	21	0	0	0	0	0
User 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
PHF 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
PHF Volume:	2	65	0	0	90	44	21	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	65	0	0	90	44	21	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	134	xxxx	xxxxx	xxxx	xxxx	xxxxx	181	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx	813	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1463	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	44	21	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=222]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	65	0	0	90	44	21	0	0	0	0	0

Major Street Volume: 201
Minor Approach Volume: 21
Minor Approach Volume Threshold: 647

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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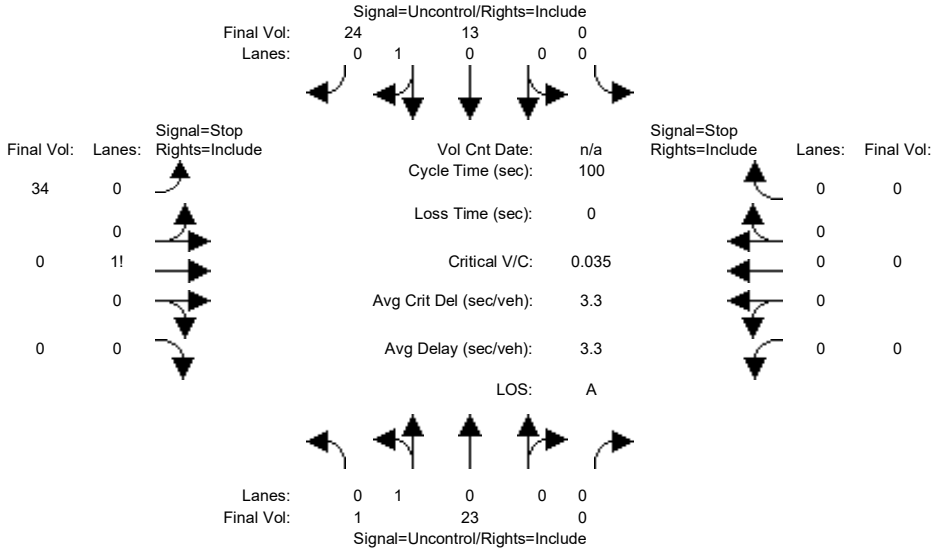
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	23	0	0	13	8	22	0	0	0	0	0
Growth 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
Initial Bse:	1	23	0	0	13	8	22	0	0	0	0	0
Added Vol:	0	0	0	0	0	16	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	23	0	0	13	24	34	0	0	0	0	0
User 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
PHF 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
PHF Volume:	1	23	0	0	13	24	34	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	23	0	0	13	24	34	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	37	xxxx	xxxxx	xxxx	xxxx	xxxxx	50	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1587	xxxx	xxxxx	xxxx	xxxx	xxxxx	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1587	xxxx	xxxxx	xxxx	xxxx	xxxxx	964	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1	0	0	0	0	0
Initial Vol:	1	23	0	0	13	24	34	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=34]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=95]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1	0	0	0	0	0
Initial Vol:	1	23	0	0	13	24	34	0	0	0	0	0

Major Street Volume: 61
Minor Approach Volume: 34
Minor Approach Volume Threshold: 965

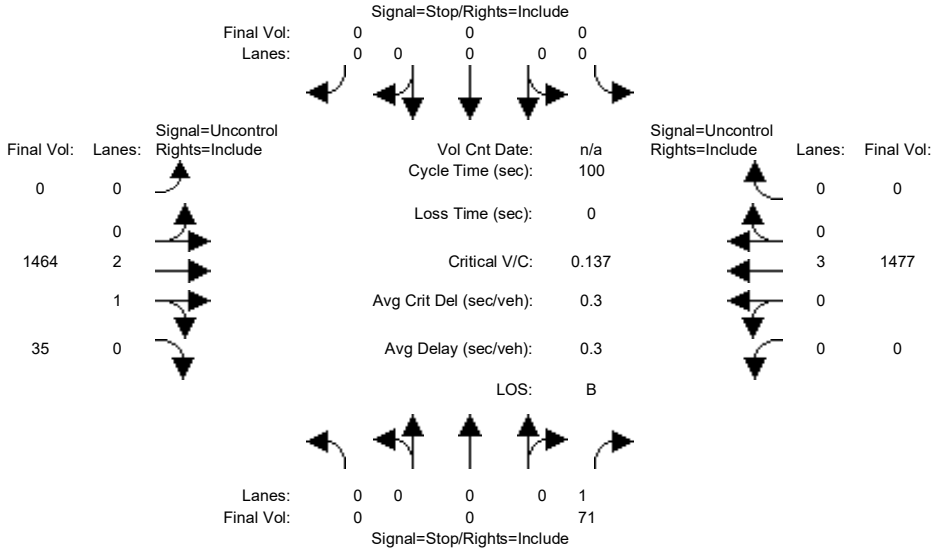
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	71	0	0	0	0	1464	35	0	1477	0
Growth 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
Initial Bse:	0	0	71	0	0	0	0	1464	35	0	1477	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	71	0	0	0	0	1464	35	0	1477	0
User 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
PHF 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
PHF Volume:	0	0	71	0	0	0	0	1464	35	0	1477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	71	0	0	0	0	1464	35	0	1477	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	506	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	517	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.14	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.1			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

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Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	71	0	0	0	0	1464	35	0	1477	0
ApproachDel:	13.1			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=71]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3047]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	71	0	0	0	0	1464	35	0	1477	0

Major Street Volume: 2976
Minor Approach Volume: 71
Minor Approach Volume Threshold: -91 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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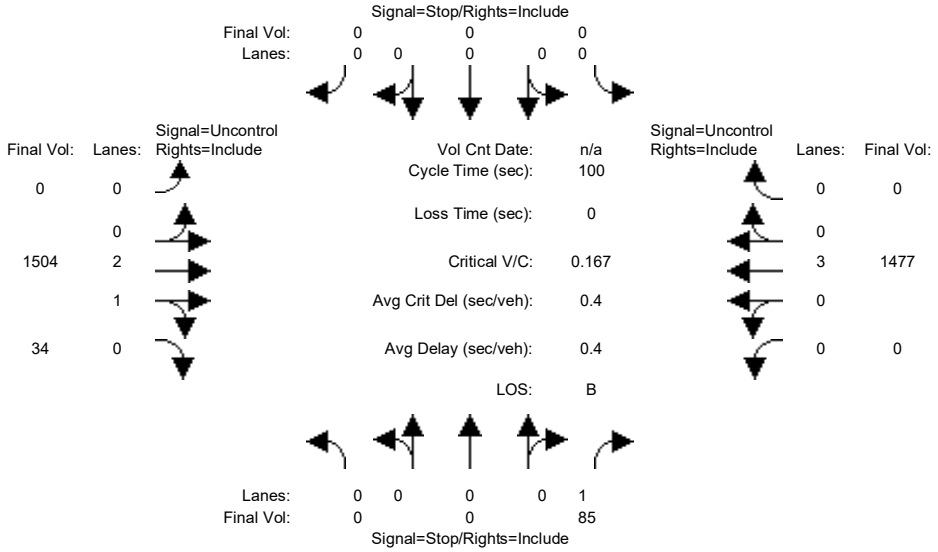
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	85	0	0	0	0	1504	34	0	1477	0
Growth 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
Initial Bse:	0	0	85	0	0	0	0	1504	34	0	1477	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	85	0	0	0	0	1504	34	0	1477	0
User 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
PHF 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
PHF Volume:	0	0	85	0	0	0	0	1504	34	0	1477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	85	0	0	0	0	1504	34	0	1477	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	518	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	85	0	0	0	0	1504	34	0	1477	0
ApproachDel:	13.5			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=85]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3100]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	85	0	0	0	0	1504	34	0	1477	0

Major Street Volume: 3015
Minor Approach Volume: 85
Minor Approach Volume Threshold: -95 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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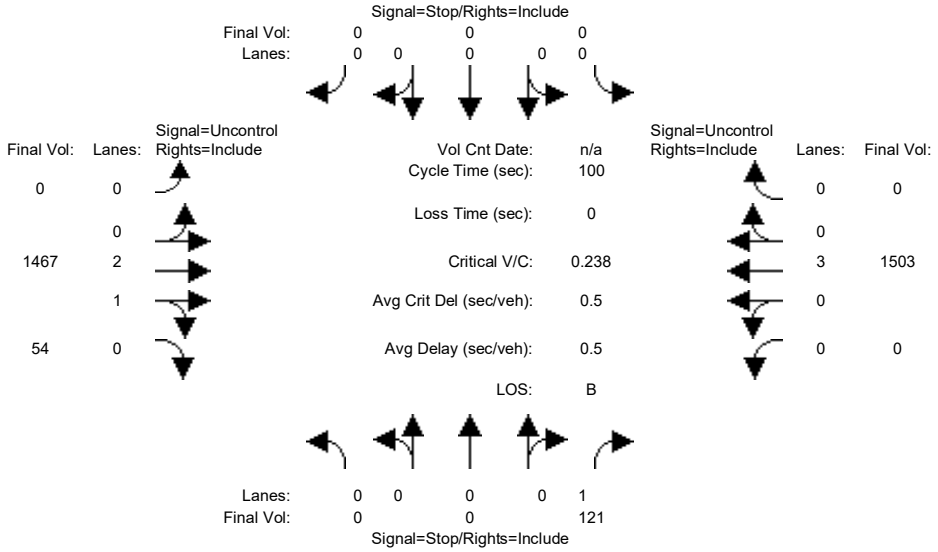
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	71	0	0	0	0	1464	35	0	1477	0
Growth 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
Initial Bse:	0	0	71	0	0	0	0	1464	35	0	1477	0
Added Vol:	0	0	50	0	0	0	0	3	19	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	121	0	0	0	0	1467	54	0	1503	0
User 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
PHF 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
PHF Volume:	0	0	121	0	0	0	0	1467	54	0	1503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	121	0	0	0	0	1467	54	0	1503	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	516	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	509	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.24	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	121	0	0	0	0	1467	54	0	1503	0
ApproachDel:	14.3			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=121]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3145]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	121	0	0	0	0	1467	54	0	1503	0

Major Street Volume: 3024
Minor Approach Volume: 121
Minor Approach Volume Threshold: -96 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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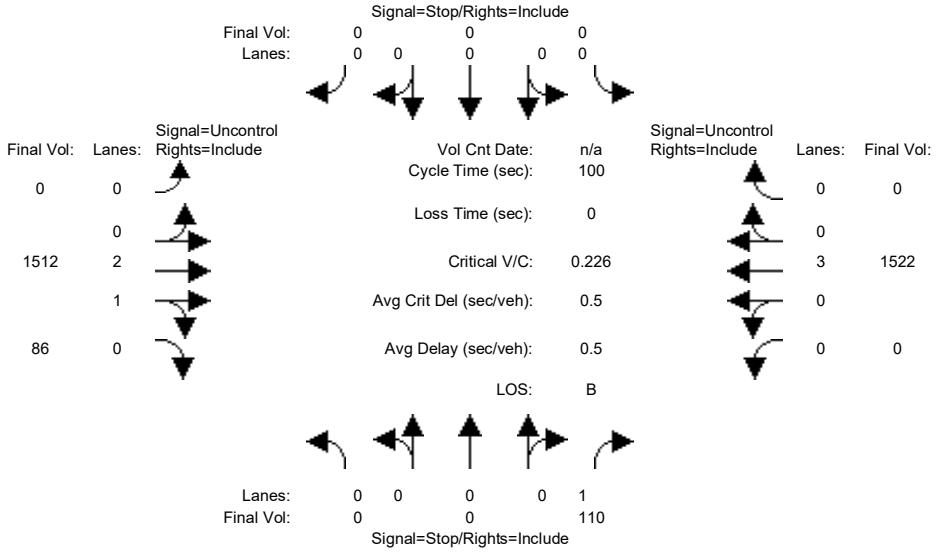
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	85	0	0	0	0	1504	34	0	1477	0
Growth 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
Initial Bse:	0	0	85	0	0	0	0	1504	34	0	1477	0
Added Vol:	0	0	25	0	0	0	0	8	52	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	110	0	0	0	0	1512	86	0	1522	0
User 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
PHF 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
PHF Volume:	0	0	110	0	0	0	0	1512	86	0	1522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	110	0	0	0	0	1512	86	0	1522	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	547	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	486	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	486	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.23	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.9	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	110	0	0	0	0	1512	86	0	1522	0
ApproachDel:	14.6			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=110]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3230]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	110	0	0	0	0	1512	86	0	1522	0

Major Street Volume: 3120
Minor Approach Volume: 110
Minor Approach Volume Threshold: -107 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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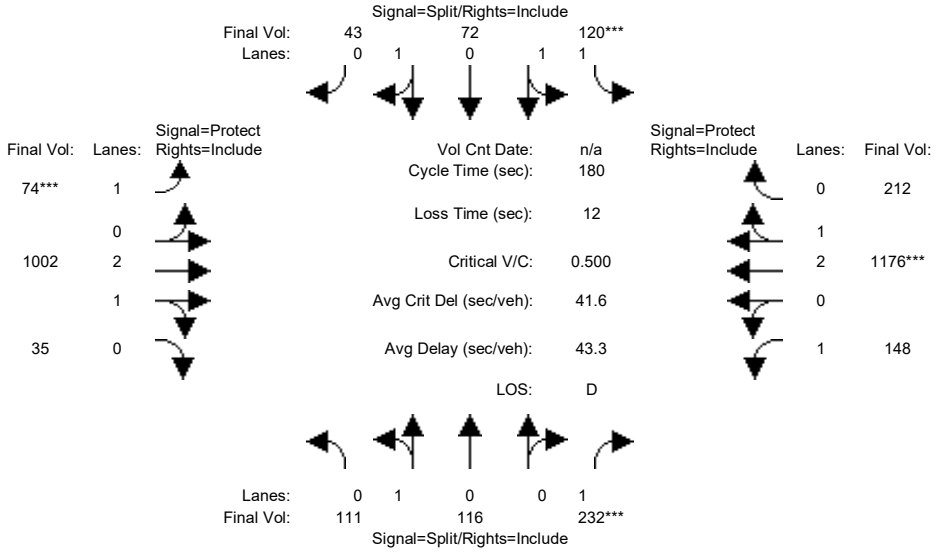
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1001: El Camino Real and Castro Street



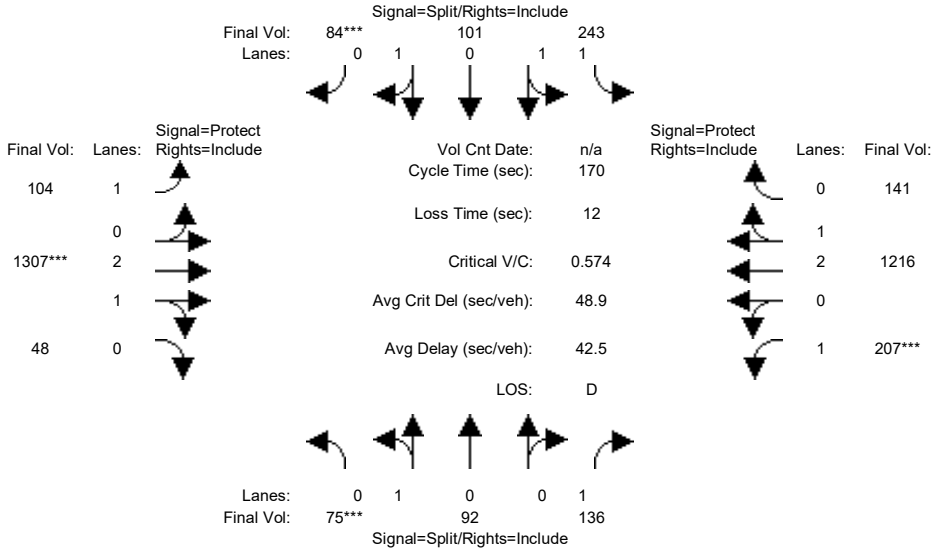
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	116	232	120	72	43	74	1002	35	148	1176	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	116	232	120	72	43	74	1002	35	148	1176	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	116	232	120	72	43	74	1002	35	148	1176	212
User 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
PHF 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
PHF Volume:	111	116	232	120	72	43	74	1002	35	148	1176	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	116	232	120	72	43	74	1002	35	148	1176	212
PCE 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
MLF 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
FinalVolume:	111	116	232	120	72	43	74	1002	35	148	1176	212
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.49	0.51	1.00	1.55	0.91	0.54	1.00	2.90	0.10	1.00	2.52	0.48
Final Sat.:	880	920	1750	2732	1639	979	1750	5411	189	1750	4744	855
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.04	0.04	0.04	0.04	0.19	0.19	0.08	0.25	0.25
Crit Moves:			****	****			****				****	
Green Time:	47.7	47.7	47.7	15.8	15.8	15.8	15.2	71.7	71.7	32.8	89.2	89.2
Volume/Cap:	0.48	0.48	0.50	0.50	0.50	0.50	0.50	0.46	0.46	0.46	0.50	0.50
Delay/Veh:	56.4	56.4	56.9	79.2	79.2	79.2	81.4	40.1	40.1	66.9	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.9	79.2	79.2	79.2	81.4	40.1	40.1	66.9	30.6	30.6
LOS by Move:	E	E	E	E	E	E	F	D	D	E	C	C
HCM2kAvgQ:	11	11	12	5	5	5	4	14	14	8	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1001: El Camino Real and Castro Street



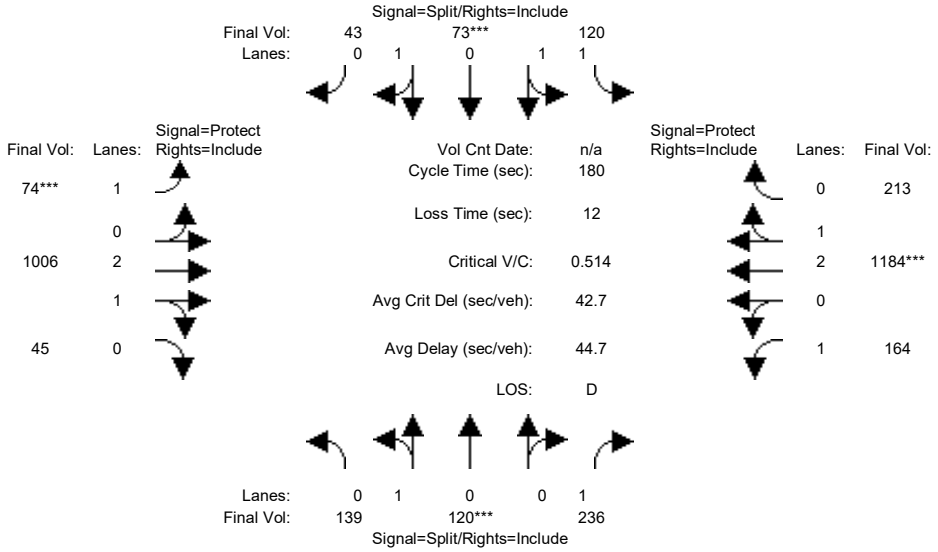
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	92	136	243	101	84	104	1307	48	207	1216	141
Growth 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
Initial Bse:	75	92	136	243	101	84	104	1307	48	207	1216	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	92	136	243	101	84	104	1307	48	207	1216	141
User 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
PHF 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
PHF Volume:	75	92	136	243	101	84	104	1307	48	207	1216	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	92	136	243	101	84	104	1307	48	207	1216	141
PCE 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
MLF 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
FinalVolume:	75	92	136	243	101	84	104	1307	48	207	1216	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.45	0.55	1.00	1.72	0.70	0.58	1.00	2.89	0.11	1.00	2.68	0.32
Final Sat.:	808	992	1750	3037	1262	1050	1750	5401	198	1750	5017	582
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.08	0.08	0.08	0.08	0.06	0.24	0.24	0.12	0.24	0.24
Crit Moves:	****					****		****		****		
Green Time:	27.5	27.5	27.5	23.7	23.7	23.7	21.0	71.7	71.7	35.1	85.8	85.8
Volume/Cap:	0.57	0.57	0.48	0.57	0.57	0.57	0.48	0.57	0.57	0.57	0.48	0.48
Delay/Veh:	68.6	68.6	66.0	69.5	69.5	69.5	71.1	37.8	37.8	63.0	27.7	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.6	68.6	66.0	69.5	69.5	69.5	71.1	37.8	37.8	63.0	27.7	27.7
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	9	9	7	8	8	8	5	18	18	11	15	15

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1001: El Camino Real and Castro Street



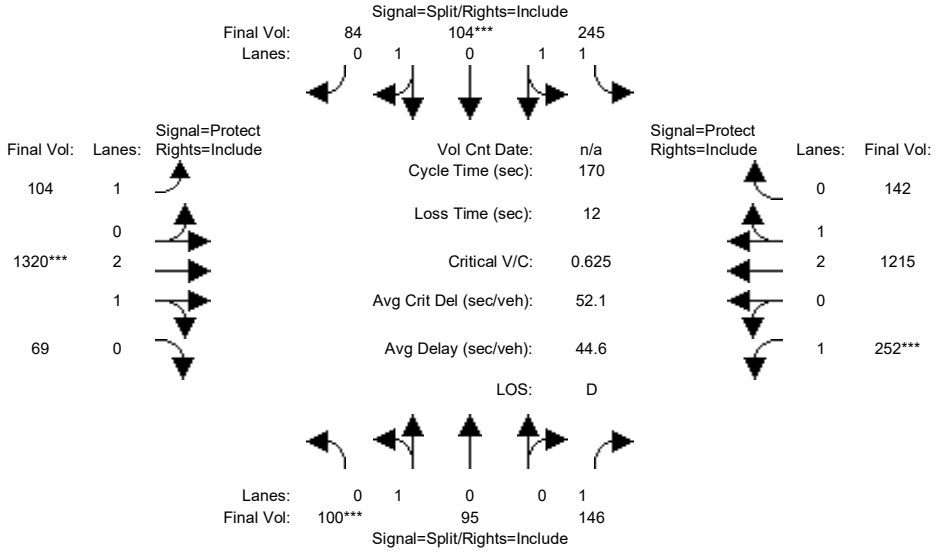
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	111	116	232	120	72	43	74	1002	35	148	1176	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	116	232	120	72	43	74	1002	35	148	1176	212
Added Vol:	28	4	4	0	1	0	0	4	10	16	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	120	236	120	73	43	74	1006	45	164	1184	213
User 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
PHF 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
PHF Volume:	139	120	236	120	73	43	74	1006	45	164	1184	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	120	236	120	73	43	74	1006	45	164	1184	213
PCE 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
MLF 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
FinalVolume:	139	120	236	120	73	43	74	1006	45	164	1184	213
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.54	0.46	1.00	1.54	0.92	0.54	1.00	2.87	0.13	1.00	2.53	0.47
Final Sat.:	966	834	1750	2720	1655	975	1750	5360	240	1750	4745	854
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.13	0.04	0.04	0.04	0.04	0.19	0.19	0.09	0.25	0.25
Crit Moves:		****			****		****				****	
Green Time:	50.4	50.4	50.4	15.4	15.4	15.4	14.8	68.1	68.1	34.0	87.4	87.4
Volume/Cap:	0.51	0.51	0.48	0.51	0.51	0.51	0.51	0.50	0.50	0.50	0.51	0.51
Delay/Veh:	55.4	55.4	54.7	79.7	79.7	79.7	82.3	43.0	43.0	66.5	31.9	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	55.4	54.7	79.7	79.7	79.7	82.3	43.0	43.0	66.5	31.9	31.9
LOS by Move:	E	E	D	E	E	E	F	D	D	E	C	C
HCM2kAvgQ:	13	13	12	5	5	5	4	14	14	9	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1001: El Camino Real and Castro Street



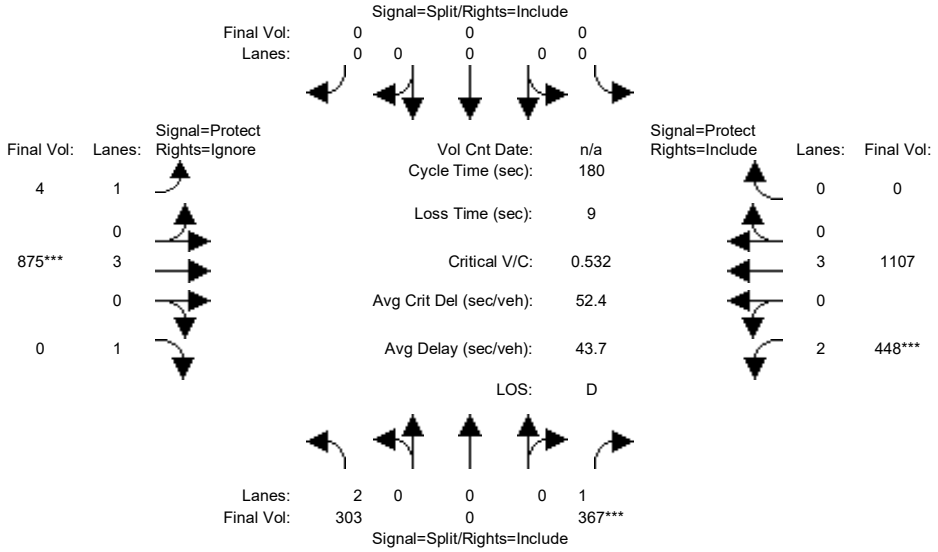
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	75	92	136	243	101	84	104	1307	48	207	1216	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	92	136	243	101	84	104	1307	48	207	1216	141
Added Vol:	20	3	10	2	3	0	0	13	21	40	4	1
PasserByVol:	5	0	0	0	0	0	0	0	0	5	-5	0
Initial Fut:	100	95	146	245	104	84	104	1320	69	252	1215	142
User 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
PHF 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
PHF Volume:	100	95	146	245	104	84	104	1320	69	252	1215	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	95	146	245	104	84	104	1320	69	252	1215	142
PCE 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
MLF 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
FinalVolume:	100	95	146	245	104	84	104	1320	69	252	1215	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.51	0.49	1.00	1.71	0.71	0.58	1.00	2.85	0.15	1.00	2.67	0.33
Final Sat.:	923	877	1750	3027	1285	1038	1750	5321	278	1750	5013	586
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.08	0.08	0.08	0.06	0.25	0.25	0.14	0.24	0.24
Crit Moves:	****				****			****			****	
Green Time:	29.4	29.4	29.4	22.0	22.0	22.0	21.0	67.4	67.4	39.1	85.6	85.6
Volume/Cap:	0.63	0.63	0.48	0.63	0.63	0.63	0.48	0.63	0.63	0.63	0.48	0.48
Delay/Veh:	69.1	69.1	64.6	71.9	71.9	71.9	71.1	41.7	41.7	61.9	27.8	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	69.1	64.6	71.9	71.9	71.9	71.1	41.7	41.7	61.9	27.8	27.8
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	11	11	8	8	8	8	5	19	19	13	15	15

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1002: El Camino Real and El Monte Avenue



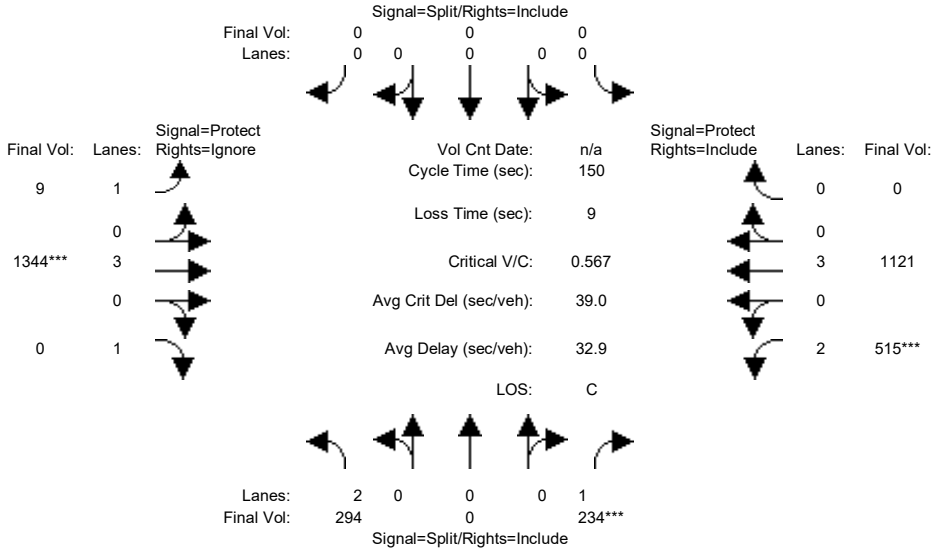
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	303	0	367	0	0	0	4	875	0	448	1107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	0	367	0	0	0	4	875	0	448	1107	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	0	367	0	0	0	4	875	0	448	1107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	303	0	367	0	0	0	4	875	0	448	1107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	367	0	0	0	4	875	0	448	1107	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	303	0	367	0	0	0	4	875	0	448	1107	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.14	0.19	0.00
Crit Moves:			****					****		****		
Green Time:	70.9	0.0	70.9	0.0	0.0	0.0	16.7	51.9	0.0	48.1	83.4	0.0
Volume/Cap:	0.24	0.00	0.53	0.00	0.00	0.00	0.02	0.53	0.00	0.53	0.42	0.00
Delay/Veh:	36.7	0.0	42.6	0.0	0.0	0.0	74.3	54.2	0.0	57.0	32.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	0.0	42.6	0.0	0.0	0.0	74.3	54.2	0.0	57.0	32.3	0.0
LOS by Move:	D	A	D	A	A	A	E	D	A	E	C	A
HCM2kAvgQ:	6	0	16	0	0	0	0	13	0	12	13	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1002: El Camino Real and El Monte Avenue



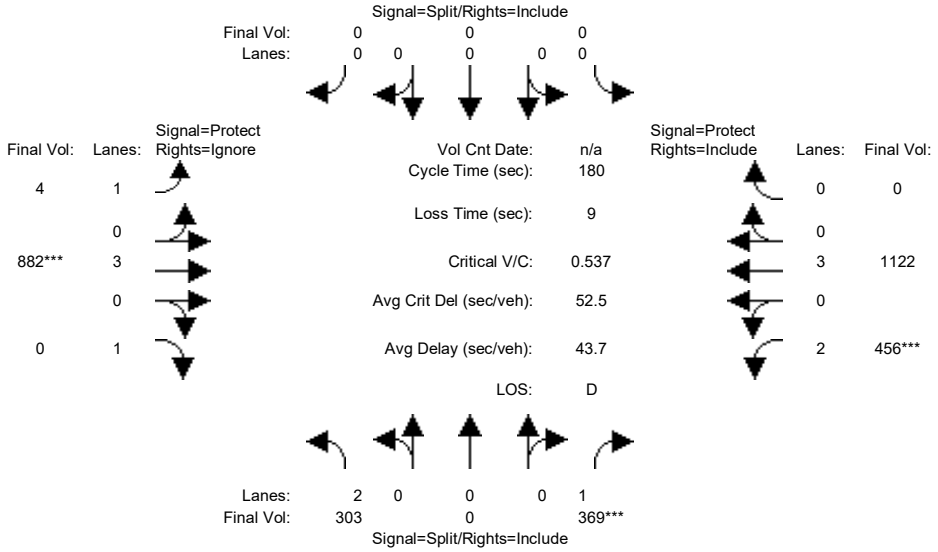
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	294	0	234	0	0	0	9	1344	0	515	1121	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	0	234	0	0	0	9	1344	0	515	1121	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	0	234	0	0	0	9	1344	0	515	1121	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	294	0	234	0	0	0	9	1344	0	515	1121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	234	0	0	0	9	1344	0	515	1121	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	294	0	234	0	0	0	9	1344	0	515	1121	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.01	0.24	0.00	0.16	0.20	0.00
Crit Moves:			****					****		****		
Green Time:	35.4	0.0	35.4	0.0	0.0	0.0	20.3	62.4	0.0	43.3	85.4	0.0
Volume/Cap:	0.40	0.00	0.57	0.00	0.00	0.00	0.04	0.57	0.00	0.57	0.35	0.00
Delay/Veh:	48.7	0.0	52.4	0.0	0.0	0.0	56.5	33.8	0.0	46.3	17.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.7	0.0	52.4	0.0	0.0	0.0	56.5	33.8	0.0	46.3	17.4	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	D	B	A
HCM2kAvgQ:	7	0	11	0	0	0	0	16	0	12	9	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1002: El Camino Real and El Monte Avenue



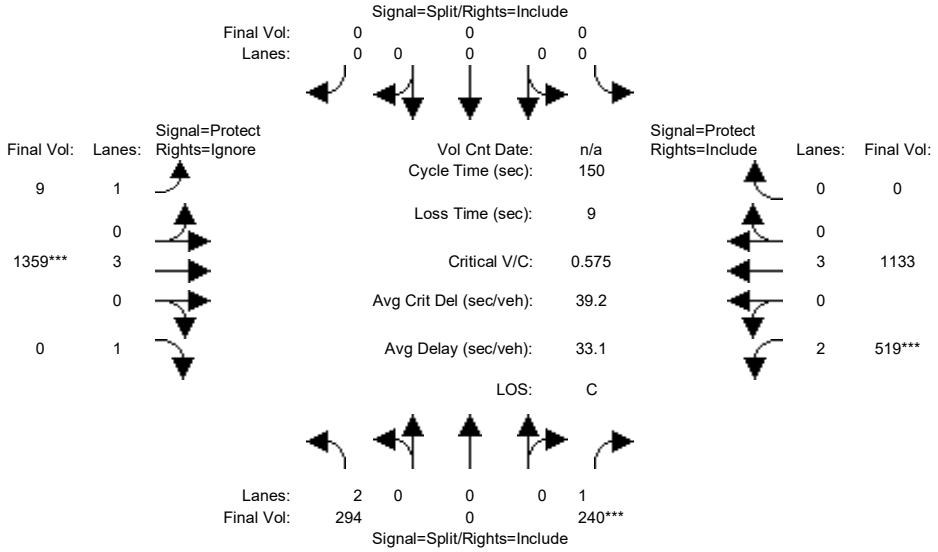
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	303	0	367	0	0	0	4	875	0	448	1107	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	0	367	0	0	0	4	875	0	448	1107	0
Added Vol:	0	0	2	0	0	0	0	7	0	8	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	0	369	0	0	0	4	882	0	456	1122	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	303	0	369	0	0	0	4	882	0	456	1122	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	0	369	0	0	0	4	882	0	456	1122	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	303	0	369	0	0	0	4	882	0	456	1122	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.14	0.20	0.00
Crit Moves:			****					****		****		
Green Time:	70.6	0.0	70.6	0.0	0.0	0.0	16.6	51.8	0.0	48.5	83.8	0.0
Volume/Cap:	0.25	0.00	0.54	0.00	0.00	0.00	0.02	0.54	0.00	0.54	0.42	0.00
Delay/Veh:	36.9	0.0	42.9	0.0	0.0	0.0	74.4	54.3	0.0	56.8	32.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.9	0.0	42.9	0.0	0.0	0.0	74.4	54.3	0.0	56.8	32.1	0.0
LOS by Move:	D	A	D	A	A	A	E	D	A	E	C	A
HCM2kAvgQ:	6	0	17	0	0	0	0	14	0	12	13	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1002: El Camino Real and El Monte Avenue



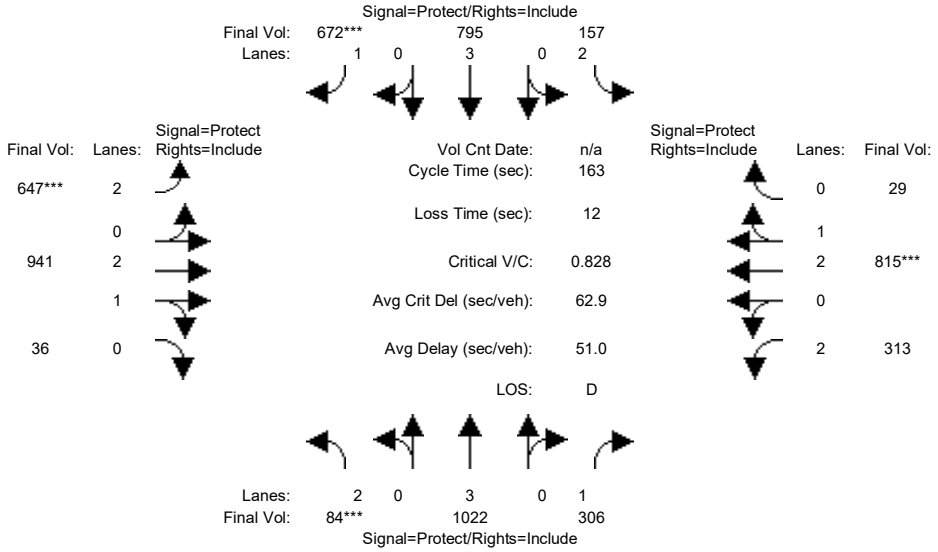
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	294	0	234	0	0	0	9	1344	0	515	1121	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	0	234	0	0	0	9	1344	0	515	1121	0
Added Vol:	0	0	6	0	0	0	0	15	0	4	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	294	0	240	0	0	0	9	1359	0	519	1133	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	294	0	240	0	0	0	9	1359	0	519	1133	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	0	240	0	0	0	9	1359	0	519	1133	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	294	0	240	0	0	0	9	1359	0	519	1133	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.14	0.00	0.00	0.00	0.01	0.24	0.00	0.16	0.20	0.00
Crit Moves:			****					****		****		
Green Time:	35.8	0.0	35.8	0.0	0.0	0.0	20.0	62.2	0.0	43.0	85.2	0.0
Volume/Cap:	0.39	0.00	0.57	0.00	0.00	0.00	0.04	0.57	0.00	0.57	0.35	0.00
Delay/Veh:	48.3	0.0	52.4	0.0	0.0	0.0	56.7	34.1	0.0	46.6	17.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	0.0	52.4	0.0	0.0	0.0	56.7	34.1	0.0	46.6	17.5	0.0
LOS by Move:	D	A	D	A	A	A	E	C	A	D	B	A
HCM2kAvgQ:	7	0	11	0	0	0	0	16	0	12	9	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1003: El Camino Real and Grant Road/SR-237



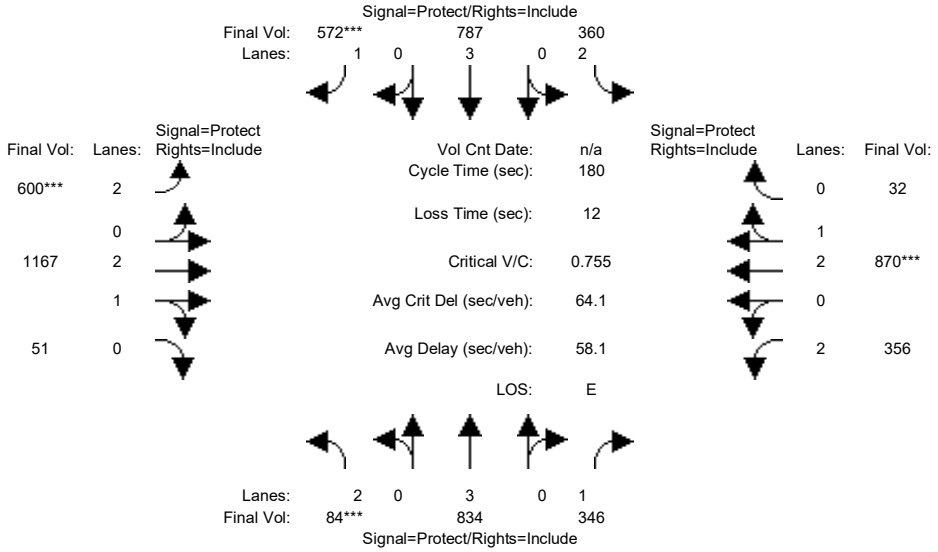
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1022	306	157	795	672	647	941	36	313	815	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1022	306	157	795	672	647	941	36	313	815	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1022	306	157	795	672	647	941	36	313	815	29
User 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
PHF 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
PHF Volume:	84	1022	306	157	795	672	647	941	36	313	815	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1022	306	157	795	672	647	941	36	313	815	29
PCE 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
MLF 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
FinalVolume:	84	1022	306	157	795	672	647	941	36	313	815	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.89	0.11	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5393	206	3150	5407	192
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.17	0.05	0.14	0.38	0.21	0.17	0.17	0.10	0.15	0.15
Crit Moves:	****					****	****				****	
Green Time:	7.0	63.9	63.9	17.8	74.7	74.7	40.0	44.1	44.1	25.1	29.3	29.3
Volume/Cap:	0.62	0.46	0.45	0.46	0.30	0.84	0.84	0.64	0.64	0.64	0.84	0.84
Delay/Veh:	85.3	36.8	36.9	69.1	27.9	46.6	66.5	53.5	53.5	67.7	70.8	70.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	36.8	36.9	69.1	27.9	46.6	66.5	53.5	53.5	67.7	70.8	70.8
LOS by Move:	F	D	D	E	C	D	E	D	D	E	E	E
HCM2kAvgQ:	3	12	12	5	8	33	19	14	14	10	16	16

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1003: El Camino Real and Grant Road/SR-237



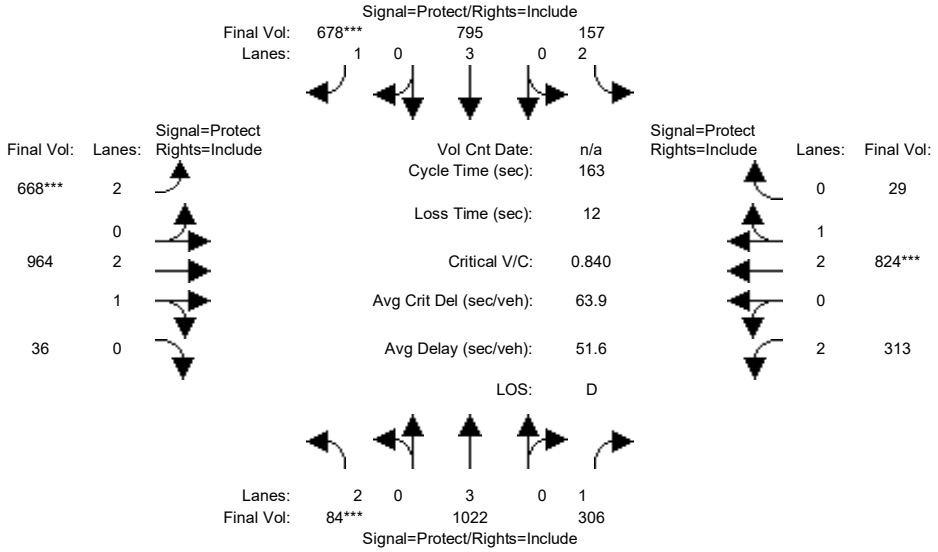
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	834	346	360	787	572	600	1167	51	356	870	32
Growth 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
Initial Bse:	84	834	346	360	787	572	600	1167	51	356	870	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	834	346	360	787	572	600	1167	51	356	870	32
User 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
PHF 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
PHF Volume:	84	834	346	360	787	572	600	1167	51	356	870	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	834	346	360	787	572	600	1167	51	356	870	32
PCE 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
MLF 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
FinalVolume:	84	834	346	360	787	572	600	1167	51	356	870	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5365	234	3150	5401	199
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.20	0.11	0.14	0.33	0.19	0.22	0.22	0.11	0.16	0.16
Crit Moves:	****					****	****				****	
Green Time:	7.0	53.6	53.6	31.0	77.6	77.6	45.2	54.9	54.9	28.5	38.2	38.2
Volume/Cap:	0.69	0.49	0.66	0.66	0.32	0.76	0.76	0.71	0.71	0.71	0.76	0.76
Delay/Veh:	100.4	52.2	58.6	72.8	33.9	47.8	66.6	57.0	57.0	76.7	69.4	69.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.4	52.2	58.6	72.8	33.9	47.8	66.6	57.0	57.0	76.7	69.4	69.4
LOS by Move:	F	D	E	E	C	D	E	E	E	E	E	E
HCM2kAvgQ:	4	12	18	12	9	29	18	20	20	12	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1003: El Camino Real and Grant Road/SR-237



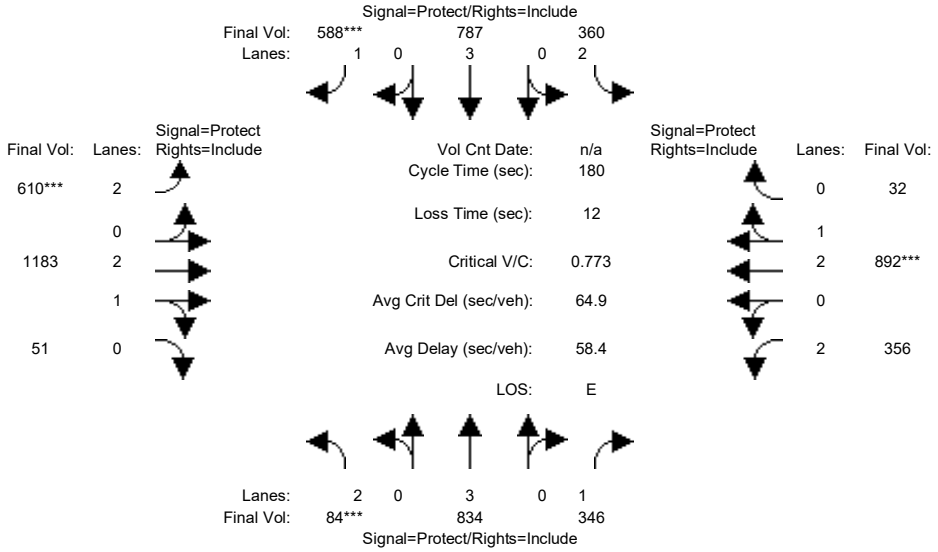
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1022	306	157	795	672	647	941	36	313	815	29
Growth 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
Initial Bse:	84	1022	306	157	795	672	647	941	36	313	815	29
Added Vol:	0	0	0	0	0	6	21	23	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1022	306	157	795	678	668	964	36	313	824	29
User 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
PHF 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
PHF Volume:	84	1022	306	157	795	678	668	964	36	313	824	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1022	306	157	795	678	668	964	36	313	824	29
PCE 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
MLF 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
FinalVolume:	84	1022	306	157	795	678	668	964	36	313	824	29
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.89	0.11	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5398	202	3150	5409	190
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.17	0.05	0.14	0.39	0.21	0.18	0.18	0.10	0.15	0.15
Crit Moves:	****					****	****				****	
Green Time:	7.0	63.5	63.5	17.7	74.2	74.2	40.6	44.8	44.8	25.0	29.2	29.2
Volume/Cap:	0.62	0.46	0.45	0.46	0.31	0.85	0.85	0.65	0.65	0.65	0.85	0.85
Delay/Veh:	85.3	37.1	37.2	69.2	28.2	48.2	67.1	53.1	53.1	68.0	71.9	71.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.3	37.1	37.2	69.2	28.2	48.2	67.1	53.1	53.1	68.0	71.9	71.9
LOS by Move:	F	D	D	E	C	D	E	D	D	E	E	E
HCM2kAvgQ:	3	12	12	5	8	34	20	15	15	10	16	16

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1003: El Camino Real and Grant Road/SR-237



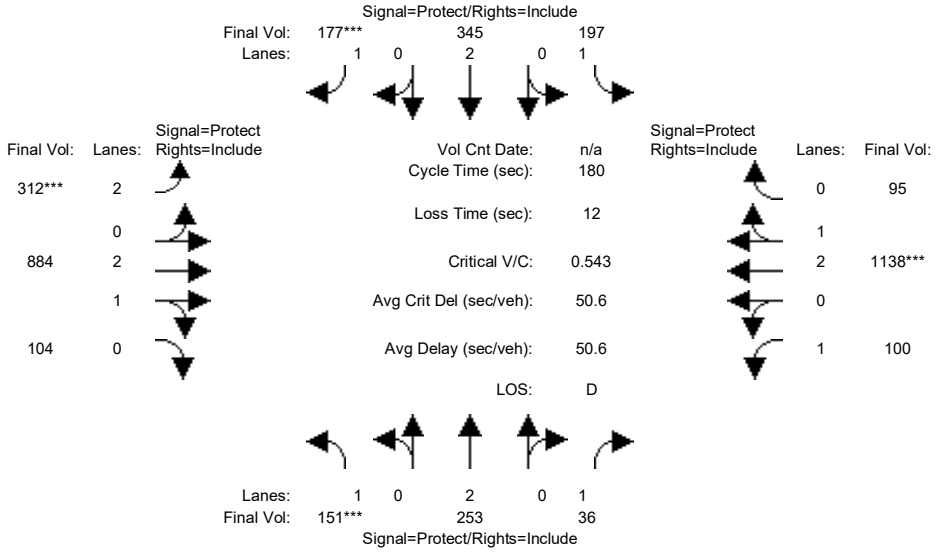
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	834	346	360	787	572	600	1167	51	356	870	32
Growth 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
Initial Bse:	84	834	346	360	787	572	600	1167	51	356	870	32
Added Vol:	0	0	0	0	0	16	10	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	834	346	360	787	588	610	1183	51	356	892	32
User 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
PHF 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
PHF Volume:	84	834	346	360	787	588	610	1183	51	356	892	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	834	346	360	787	588	610	1183	51	356	892	32
PCE 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
MLF 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
FinalVolume:	84	834	346	360	787	588	610	1183	51	356	892	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5368	231	3150	5406	194
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.20	0.11	0.14	0.34	0.19	0.22	0.22	0.11	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	7.0	53.8	53.8	31.1	77.9	77.9	44.9	54.9	54.9	28.2	38.2	38.2
Volume/Cap:	0.69	0.49	0.66	0.66	0.32	0.78	0.78	0.72	0.72	0.72	0.78	0.78
Delay/Veh:	100.4	52.1	58.3	72.6	33.7	48.7	67.8	57.3	57.3	77.4	70.1	70.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.4	52.1	58.3	72.6	33.7	48.7	67.8	57.3	57.3	77.4	70.1	70.1
LOS by Move:	F	D	E	E	C	D	E	E	E	E	E	E
HCM2kAvgQ:	4	12	18	12	9	30	19	20	20	12	18	18

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



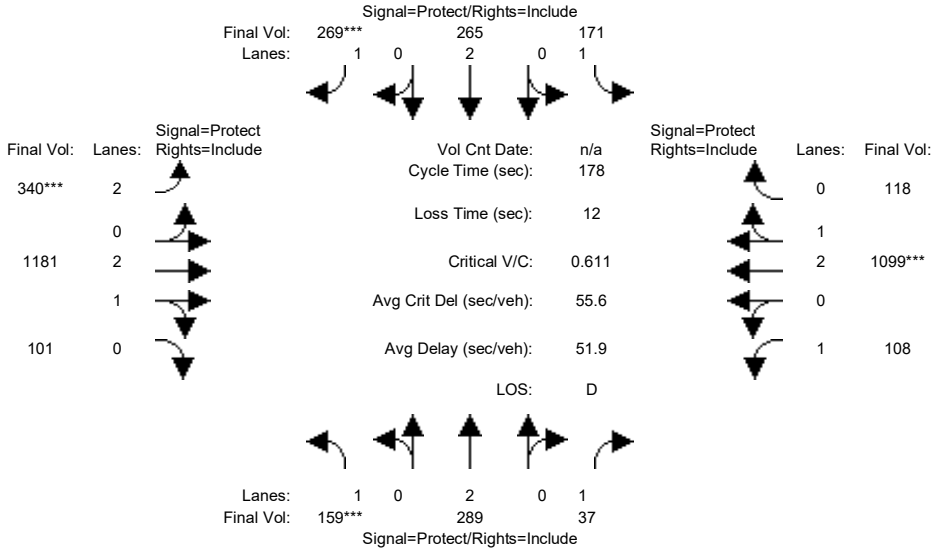
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	253	36	197	345	177	312	884	104	100	1138	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	253	36	197	345	177	312	884	104	100	1138	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	253	36	197	345	177	312	884	104	100	1138	95
User 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
PHF 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
PHF Volume:	151	253	36	197	345	177	312	884	104	100	1138	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	253	36	197	345	177	312	884	104	100	1138	95
PCE 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
MLF 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
FinalVolume:	151	253	36	197	345	177	312	884	104	100	1138	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	1.00	2.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5010	589	1750	5168	431
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.11	0.09	0.10	0.10	0.18	0.18	0.06	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	28.6	23.1	23.1	39.1	33.5	33.5	32.8	80.0	80.0	25.9	73.0	73.0
Volume/Cap:	0.54	0.52	0.16	0.52	0.49	0.54	0.54	0.40	0.40	0.40	0.54	0.54
Delay/Veh:	71.9	74.3	70.2	63.5	66.1	68.2	67.8	33.9	33.9	71.0	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.9	74.3	70.2	63.5	66.1	68.2	67.8	33.9	33.9	71.0	41.0	41.0
LOS by Move:	E	E	E	E	E	E	E	C	C	E	D	D
HCM2kAvgQ:	9	7	2	10	9	10	9	12	12	5	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



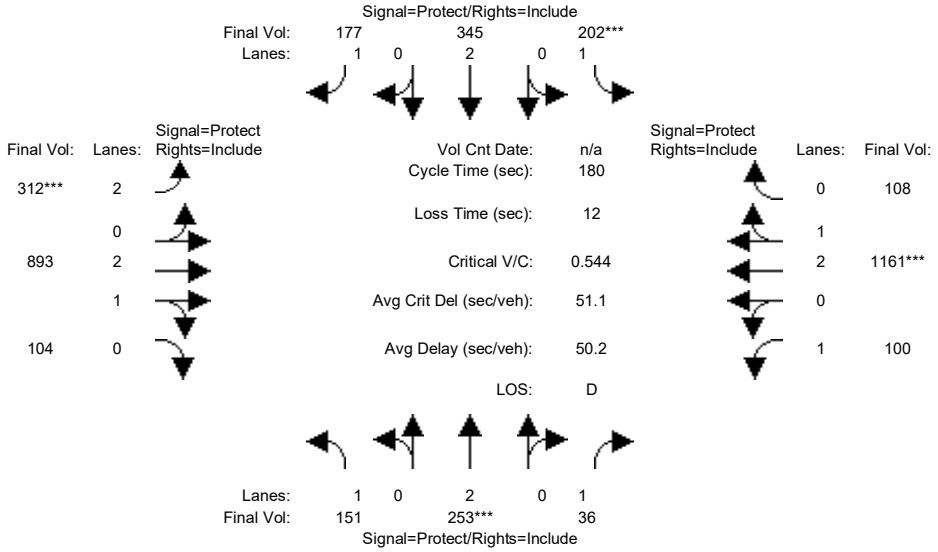
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	289	37	171	265	269	340	1181	101	108	1099	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	289	37	171	265	269	340	1181	101	108	1099	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	289	37	171	265	269	340	1181	101	108	1099	118
User 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
PHF 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
PHF Volume:	159	289	37	171	265	269	340	1181	101	108	1099	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	289	37	171	265	269	340	1181	101	108	1099	118
PCE 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
MLF 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
FinalVolume:	159	289	37	171	265	269	340	1181	101	108	1099	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.75	0.25	1.00	2.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5158	441	1750	5056	543
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.10	0.07	0.15	0.11	0.23	0.23	0.06	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	26.5	31.2	31.2	40.1	44.8	44.8	31.4	74.6	74.6	20.1	63.3	63.3
Volume/Cap:	0.61	0.43	0.12	0.43	0.28	0.61	0.61	0.55	0.55	0.55	0.61	0.61
Delay/Veh:	75.2	66.0	62.0	60.0	53.8	61.4	69.6	39.2	39.2	77.8	47.8	47.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	66.0	62.0	60.0	53.8	61.4	69.6	39.2	39.2	77.8	47.8	47.8
LOS by Move:	E	E	E	E	D	E	E	D	D	E	D	D
HCM2kAvgQ:	9	7	2	9	6	14	10	17	17	6	18	18

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



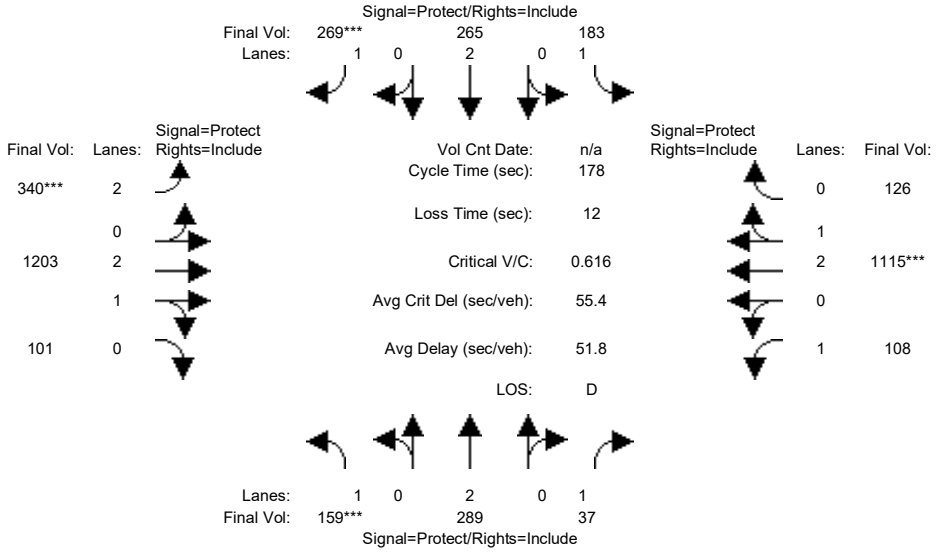
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	151	253	36	197	345	177	312	884	104	100	1138	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	253	36	197	345	177	312	884	104	100	1138	95
Added Vol:	0	0	0	5	0	0	0	9	0	0	23	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	253	36	202	345	177	312	893	104	100	1161	108
User 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
PHF 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
PHF Volume:	151	253	36	202	345	177	312	893	104	100	1161	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	253	36	202	345	177	312	893	104	100	1161	108
PCE 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
MLF 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
FinalVolume:	151	253	36	202	345	177	312	893	104	100	1161	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.68	0.32	1.00	2.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5015	584	1750	5123	477
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.12	0.09	0.10	0.10	0.18	0.18	0.06	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	27.7	22.0	22.0	38.2	32.5	32.5	32.8	81.6	81.6	26.2	75.0	75.0
Volume/Cap:	0.56	0.54	0.17	0.54	0.50	0.56	0.54	0.39	0.39	0.39	0.54	0.54
Delay/Veh:	73.1	75.6	71.1	64.8	67.1	69.5	67.9	32.8	32.8	70.7	39.9	39.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	75.6	71.1	64.8	67.1	69.5	67.9	32.8	32.8	70.7	39.9	39.9
LOS by Move:	E	E	E	E	E	E	E	C	C	E	D	D
HCM2kAvgQ:	9	7	2	11	9	10	9	12	12	5	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



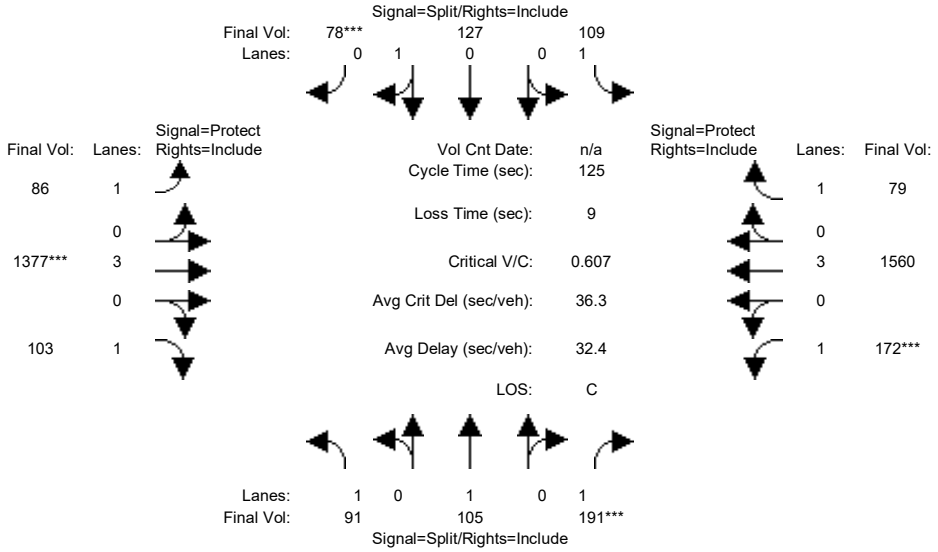
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	159	289	37	171	265	269	340	1181	101	108	1099	118
Growth 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
Initial Bse:	159	289	37	171	265	269	340	1181	101	108	1099	118
Added Vol:	0	0	0	12	0	0	0	22	0	0	16	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	289	37	183	265	269	340	1203	101	108	1115	126
User 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
PHF 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
PHF Volume:	159	289	37	183	265	269	340	1203	101	108	1115	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	289	37	183	265	269	340	1203	101	108	1115	126
PCE 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
MLF 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
FinalVolume:	159	289	37	183	265	269	340	1203	101	108	1115	126
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.68	0.32
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5166	434	1750	5031	568
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.02	0.10	0.07	0.15	0.11	0.23	0.23	0.06	0.22	0.22
Crit Moves:	****					****	****				****	
Green Time:	26.3	29.8	29.8	40.9	44.4	44.4	31.2	75.3	75.3	20.0	64.1	64.1
Volume/Cap:	0.62	0.45	0.13	0.45	0.28	0.62	0.62	0.55	0.55	0.55	0.62	0.62
Delay/Veh:	75.5	67.3	63.2	59.7	54.0	61.8	69.9	38.9	38.9	78.1	47.4	47.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	67.3	63.2	59.7	54.0	61.8	69.9	38.9	38.9	78.1	47.4	47.4
LOS by Move:	E	E	E	E	D	E	E	D	D	E	D	D
HCM2kAvgQ:	9	7	2	9	6	14	10	17	17	6	18	18

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul AM

Intersection #4: Calderon Ave and El Camino Real



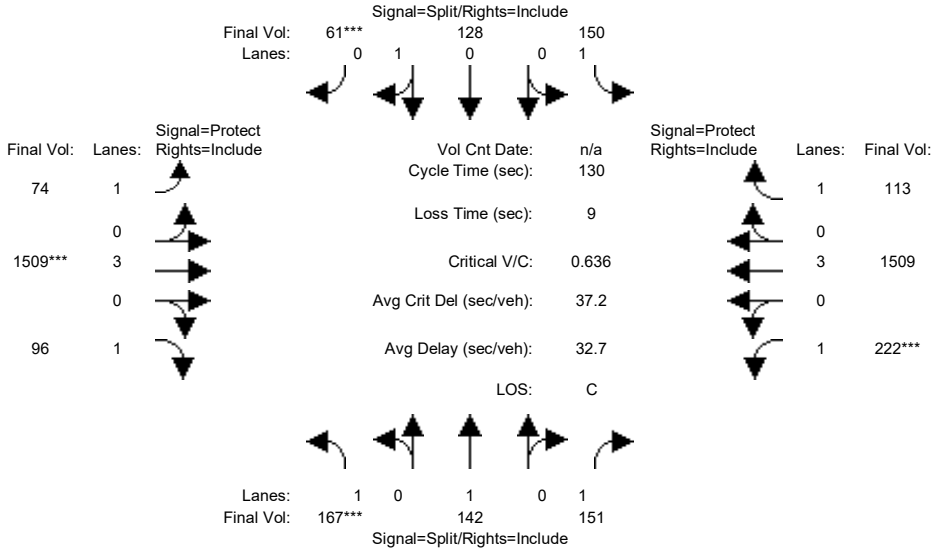
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	105	191	109	127	78	86	1377	103	172	1560	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	105	191	109	127	78	86	1377	103	172	1560	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	105	191	109	127	78	86	1377	103	172	1560	79
User 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
PHF 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
PHF Volume:	91	105	191	109	127	78	86	1377	103	172	1560	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	105	191	109	127	78	86	1377	103	172	1560	79
PCE 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
MLF 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
FinalVolume:	91	105	191	109	127	78	86	1377	103	172	1560	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1115	685	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.11	0.06	0.11	0.11	0.05	0.24	0.06	0.10	0.27	0.05
Crit Moves:			****			****		****		****		
Green Time:	22.5	22.5	22.5	23.5	23.5	23.5	11.9	49.8	49.8	20.3	58.1	58.1
Volume/Cap:	0.29	0.31	0.61	0.33	0.61	0.61	0.52	0.61	0.15	0.61	0.59	0.10
Delay/Veh:	44.8	45.0	50.6	44.6	49.7	49.7	56.6	30.3	24.1	52.4	25.0	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	45.0	50.6	44.6	49.7	49.7	56.6	30.3	24.1	52.4	25.0	18.8
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	B
HCM2kAvgQ:	3	4	8	4	8	8	4	14	3	6	14	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul PM

Intersection #4: Calderon Ave and El Camino Real



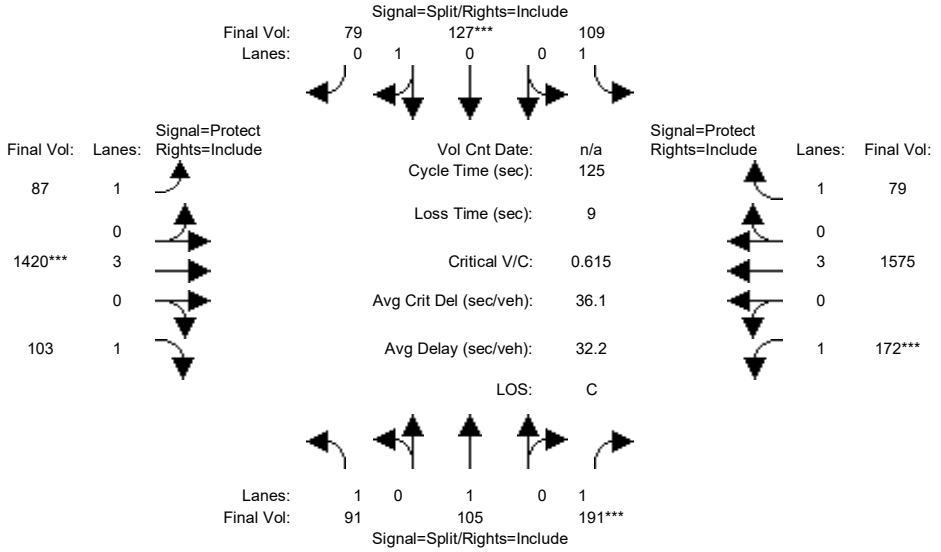
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	142	151	150	128	61	74	1509	96	222	1509	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	142	151	150	128	61	74	1509	96	222	1509	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	142	151	150	128	61	74	1509	96	222	1509	113
User 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
PHF 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
PHF Volume:	167	142	151	150	128	61	74	1509	96	222	1509	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	142	151	150	128	61	74	1509	96	222	1509	113
PCE 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
MLF 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
FinalVolume:	167	142	151	150	128	61	74	1509	96	222	1509	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.68	0.32	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1219	581	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.09	0.09	0.11	0.11	0.04	0.26	0.05	0.13	0.26	0.06
Crit Moves:	****					****		****			****	
Green Time:	19.5	19.5	19.5	21.5	21.5	21.5	13.5	54.1	54.1	25.9	66.5	66.5
Volume/Cap:	0.64	0.50	0.58	0.52	0.64	0.64	0.41	0.64	0.13	0.64	0.52	0.13
Delay/Veh:	57.0	52.1	54.5	51.2	55.1	55.1	56.0	30.7	23.5	51.6	21.3	16.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.0	52.1	54.5	51.2	55.1	55.1	56.0	30.7	23.5	51.6	21.3	16.6
LOS by Move:	E	D	D	D	E	E	E	C	C	D	C	B
HCM2kAvgQ:	8	6	7	6	8	8	3	16	2	8	12	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #4: Calderon Ave and El Camino Real



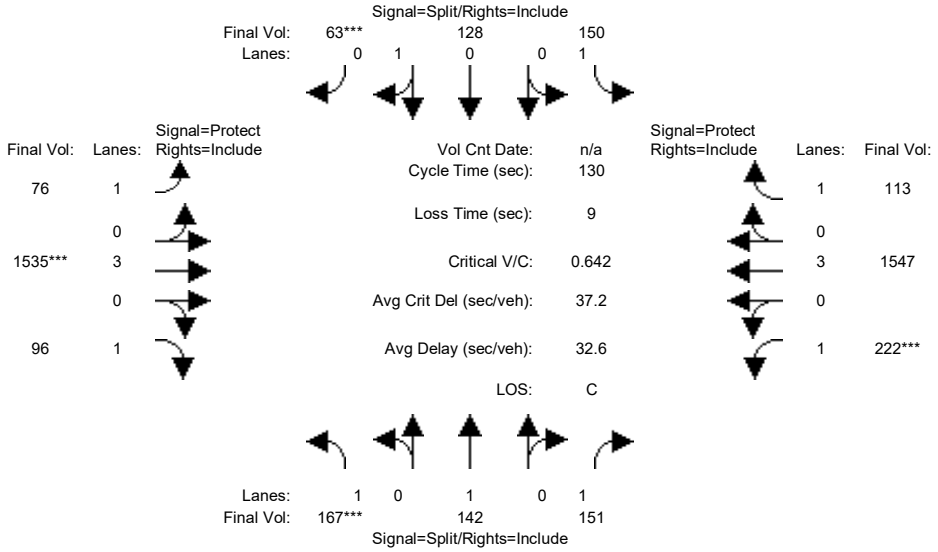
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	91	105	191	109	127	78	86	1377	103	172	1560	79
Growth 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
Initial Bse:	91	105	191	109	127	78	86	1377	103	172	1560	79
Added Vol:	0	0	0	0	0	1	1	43	0	0	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	105	191	109	127	79	87	1420	103	172	1575	79
User 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
PHF 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
PHF Volume:	91	105	191	109	127	79	87	1420	103	172	1575	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	105	191	109	127	79	87	1420	103	172	1575	79
PCE 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
MLF 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
FinalVolume:	91	105	191	109	127	79	87	1420	103	172	1575	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1110	690	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.11	0.06	0.11	0.11	0.05	0.25	0.06	0.10	0.28	0.05
Crit Moves:			****		****			****		****		
Green Time:	22.2	22.2	22.2	23.2	23.2	23.2	11.9	50.6	50.6	20.0	58.7	58.7
Volume/Cap:	0.29	0.31	0.62	0.33	0.62	0.62	0.52	0.62	0.15	0.62	0.59	0.10
Delay/Veh:	45.1	45.3	51.1	44.8	50.2	50.2	56.8	30.0	23.6	53.0	24.7	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.1	45.3	51.1	44.8	50.2	50.2	56.8	30.0	23.6	53.0	24.7	18.5
LOS by Move:	D	D	D	D	D	D	E	C	C	D	C	B
HCM2kAvgQ:	3	4	8	4	8	8	4	15	3	6	14	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #4: Calderon Ave and El Camino Real



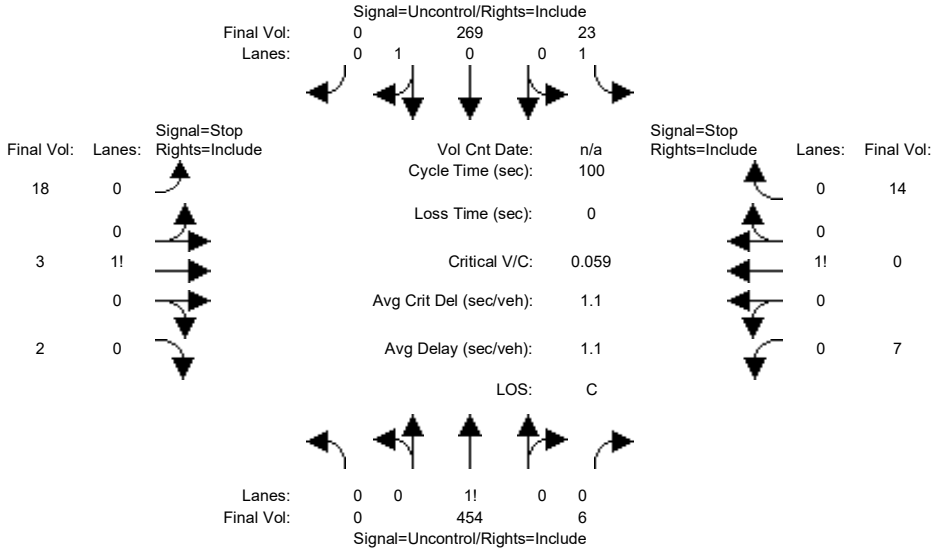
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	142	151	150	128	61	74	1509	96	222	1509	113
Growth 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
Initial Bse:	167	142	151	150	128	61	74	1509	96	222	1509	113
Added Vol:	0	0	0	0	0	2	2	26	0	0	38	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	142	151	150	128	63	76	1535	96	222	1547	113
User 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
PHF 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
PHF Volume:	167	142	151	150	128	63	76	1535	96	222	1547	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	142	151	150	128	63	76	1535	96	222	1547	113
PCE 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
MLF 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
FinalVolume:	167	142	151	150	128	63	76	1535	96	222	1547	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	0.67	0.33	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1900	1750	1750	1206	594	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.09	0.09	0.11	0.11	0.04	0.27	0.05	0.13	0.27	0.06
Crit Moves:	****					****		****		****		
Green Time:	19.3	19.3	19.3	21.5	21.5	21.5	13.3	54.5	54.5	25.7	66.9	66.9
Volume/Cap:	0.64	0.50	0.58	0.52	0.64	0.64	0.43	0.64	0.13	0.64	0.53	0.13
Delay/Veh:	57.5	52.4	54.9	51.2	55.4	55.4	56.4	30.6	23.3	52.0	21.2	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	52.4	54.9	51.2	55.4	55.4	56.4	30.6	23.3	52.0	21.2	16.4
LOS by Move:	E	D	D	D	E	E	E	C	C	D	C	B
HCM2kAvgQ:	8	6	7	6	8	8	4	16	2	8	13	2

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul AM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	454	6	23	269	0	18	3	2	7	0	14
Growth 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
Initial Bse:	0	454	6	23	269	0	18	3	2	7	0	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	454	6	23	269	0	18	3	2	7	0	14
User 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
PHF 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
PHF Volume:	0	454	6	23	269	0	18	3	2	7	0	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	454	6	23	269	0	18	3	2	7	0	14
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	460	xxxx	xxxxx	779	775	269	775	772	457
Potent Cap.:	xxxx	xxxx	xxxxx	1112	xxxx	xxxxx	316	331	775	318	333	608
Move Cap.:	xxxx	xxxx	xxxxx	1112	xxxx	xxxxx	303	324	775	310	326	608
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	0.06	0.01	0.00	0.02	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	323	xxxxx	xxxx	460	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	17.0	xxxxx	xxxxx	13.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			17.0			13.2		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0 0	1	0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	0	454	6	23	269	0	18	3	2	7	0	14
ApproachDel:	xxxxxx			xxxxxx			17.0			13.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=796]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=21]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=796]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 0	1	0	1 0 0	1	0	0 0	1!	0 0	0 0	1!	0 0
Initial Vol:	0	454	6	23	269	0	18	3	2	7	0	14

Major Street Volume: 752
Minor Approach Volume: 23
Minor Approach Volume Threshold: 383

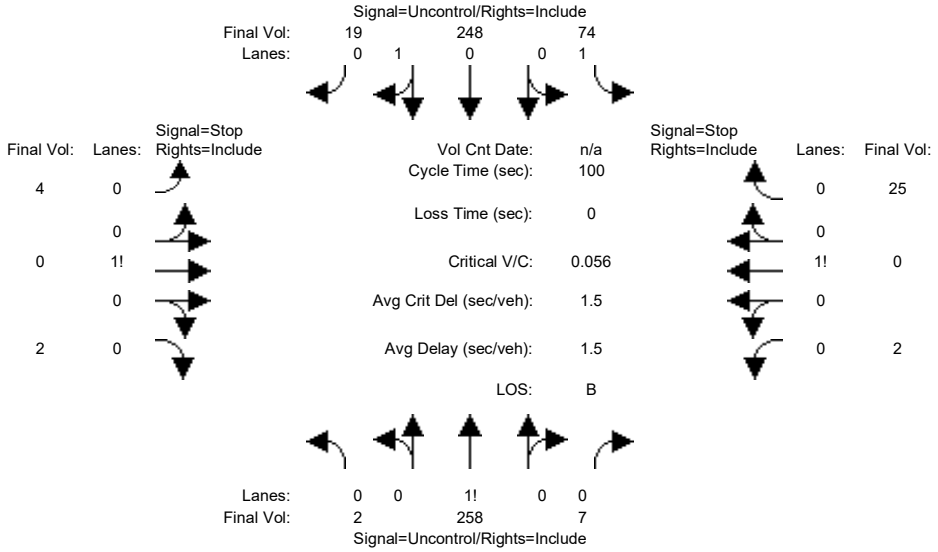
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul PM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	2	258	7	74	248	19	4	0	2	2	0	25
Growth 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
Initial Bse:	2	258	7	74	248	19	4	0	2	2	0	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	258	7	74	248	19	4	0	2	2	0	25
User 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
PHF 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
PHF Volume:	2	258	7	74	248	19	4	0	2	2	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	258	7	74	248	19	4	0	2	2	0	25
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	267	xxxx	xxxxx	265	xxxx	xxxxx	684	675	258	672	681	262
Potent Cap.:	1308	xxxx	xxxxx	1311	xxxx	xxxxx	366	378	786	372	375	782
Move Cap.:	1308	xxxx	xxxxx	1311	xxxx	xxxxx	338	356	786	355	354	782
Volume/Cap:	0.00	xxxx	xxxx	0.06	xxxx	xxxx	0.01	0.00	0.00	0.01	0.00	0.03
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	7.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	418	xxxxx	xxxx	718	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	0.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	13.7	xxxxx	xxxxx	10.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	B	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			13.7			10.2		
ApproachLOS:	*			*			B			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	2	258	7	74	248	19	4	0	2	2	0	25
ApproachDel:	xxxxxx			xxxxxx			13.7			10.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=641]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=27]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=641]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0 1! 0	0		1 0 0 1	0		0 0 1! 0	0		0 0 1! 0	0	
Initial Vol:	2	258	7	74	248	19	4	0	2	2	0	25

Major Street Volume: 608
Minor Approach Volume: 27
Minor Approach Volume Threshold: 456

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
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signal warrant (such as the 4-hour or 8-hour warrants).

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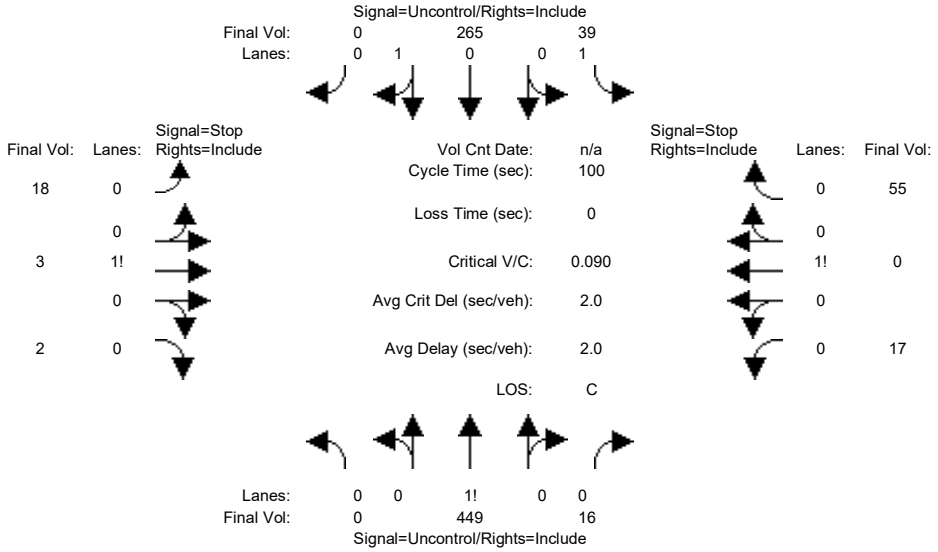
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj AM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	454	6	23	269	0	18	3	2	7	0	14
Growth 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
Initial Bse:	0	454	6	23	269	0	18	3	2	7	0	14
Added Vol:	0	-5	10	16	-4	0	0	0	0	10	0	41
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	449	16	39	265	0	18	3	2	17	0	55
User 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
PHF 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
PHF Volume:	0	449	16	39	265	0	18	3	2	17	0	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	449	16	39	265	0	18	3	2	17	0	55
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	465	xxxx	xxxxx	828	808	265	803	800	457
Potent Cap.:	xxxx	xxxx	xxxxx	1107	xxxx	xxxxx	293	317	779	304	320	608
Move Cap.:	xxxx	xxxx	xxxxx	1107	xxxx	xxxxx	259	306	779	293	309	608
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	0.07	0.01	0.00	0.06	0.00	0.09
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	281	xxxxx	xxxx	485	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.9	xxxxx	xxxxx	13.7	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			18.9			13.7		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	449	16	39	265	0	18	3	2	17	0	55
ApproachDel:	xxxxxx			xxxxxx			18.9			13.7		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=864]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=72]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=864]
   SUCCEED - Total volume greater than or equal to 800 for intersection
             with four or more approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	0 1	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	0	449	16	39	265	0	18	3	2	17	0	55

Major Street Volume: 769
Minor Approach Volume: 72
Minor Approach Volume Threshold: 375

SIGNAL WARRANT DISCLAIMER
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signal warrant (such as the 4-hour or 8-hour warrants).

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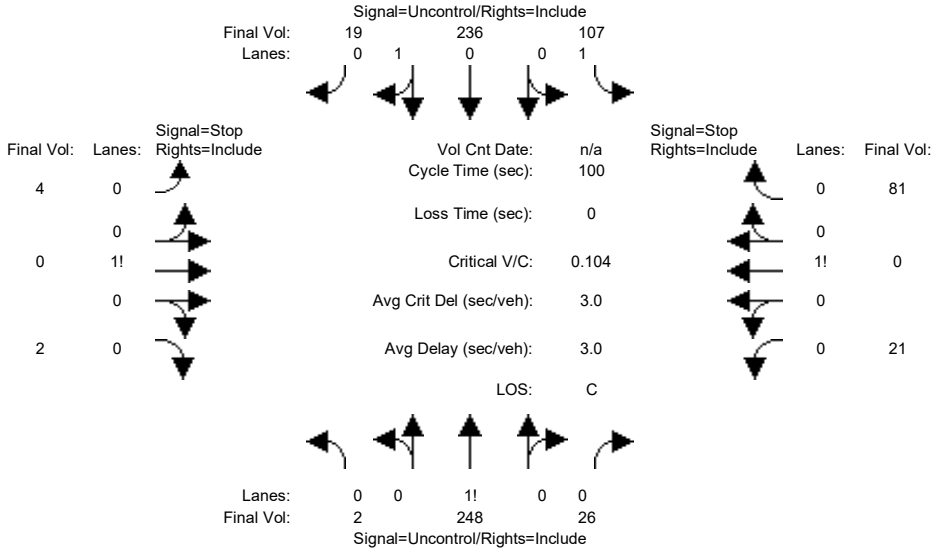
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj PM

Intersection #6: Castro St and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	2	258	7	74	248	19	4	0	2	2	0	25
Growth 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
Initial Bse:	2	258	7	74	248	19	4	0	2	2	0	25
Added Vol:	0	-10	19	33	-12	0	0	0	0	19	0	51
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	5
Initial Fut:	2	248	26	107	236	19	4	0	2	21	0	81
User 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
PHF 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
PHF Volume:	2	248	26	107	236	19	4	0	2	21	0	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	2	248	26	107	236	19	4	0	2	21	0	81
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	255	xxxx	xxxxx	274	xxxx	xxxxx	765	738	246	726	734	261
Potent Cap.:	1322	xxxx	xxxxx	1301	xxxx	xxxxx	323	348	798	343	350	783
Move Cap.:	1322	xxxx	xxxxx	1301	xxxx	xxxxx	271	319	798	320	321	783
Volume/Cap:	0.00	xxxx	xxxx	0.08	xxxx	xxxx	0.01	0.00	0.00	0.07	0.00	0.10
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	347	xxxxx	xxxx	603	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	0.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	15.6	xxxxx	xxxxx	12.2	xxxxx
Shared LOS:	*	*	*	*	*	*	*	C	*	*	B	*
ApproachDel:	xxxxxx			xxxxxx			15.6			12.2		
ApproachLOS:	*			*			C			B		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	2	248	26	107	236	19	4	0	2	21	0	81
ApproachDel:	xxxxxx			xxxxxx			15.6			12.2		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.0]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=6]
   FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=746]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

Approach[westbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=102]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=4][total volume=746]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future. Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction. Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #6 Castro St and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 0	1! 0	0	1 0	0 1	0	0 0	1! 0	0	0 0	1! 0	0
Initial Vol:	2	248	26	107	236	19	4	0	2	21	0	81

Major Street Volume: 638
Minor Approach Volume: 102
Minor Approach Volume Threshold: 440

SIGNAL WARRANT DISCLAIMER
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a traffic signal in the future. Intersections that exceed this warrant
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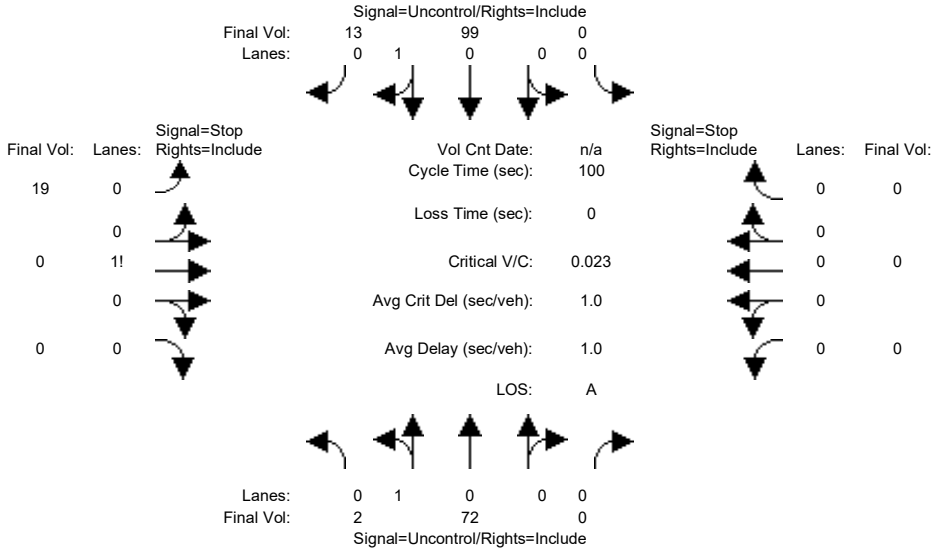
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul AM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	2	72	0		0	99	13		19	0	0		0	0	0	
Growth 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	
Initial Bse:	2	72	0		0	99	13		19	0	0		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	72	0		0	99	13		19	0	0		0	0	0	
User 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	
PHF 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	
PHF Volume:	2	72	0		0	99	13		19	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	72	0		0	99	13		19	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	112	xxxx	xxxxx	xxxx	xxxx	xxxxx	182	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	813	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1490	xxxx	xxxxx	xxxx	xxxx	xxxxx	812	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	72	0	0	99	13	19	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.5			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=19]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=205]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	72	0	0	99	13	19	0	0	0	0	0

Major Street Volume: 186
Minor Approach Volume: 19
Minor Approach Volume Threshold: 668

SIGNAL WARRANT DISCLAIMER
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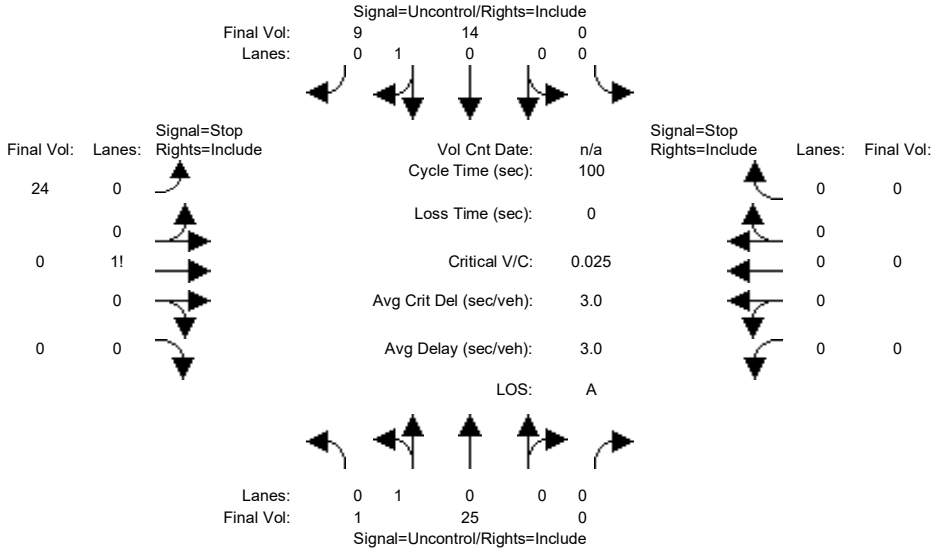
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul PM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	25	0	0	14	9	24	0	0	0	0	0
Growth 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
Initial Bse:	1	25	0	0	14	9	24	0	0	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	25	0	0	14	9	24	0	0	0	0	0
User 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
PHF 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
PHF Volume:	1	25	0	0	14	9	24	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	25	0	0	14	9	24	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	23	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	970	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1605	xxxx	xxxxx	xxxx	xxxx	xxxxx	969	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1 0	0	0	0	0 0	0
Initial Vol:	1	25	0	0	14	9	24	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.8			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=24]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=73]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0	0	0	0 1	0	1 0	0	0	0	0 0	0
Initial Vol:	1	25	0	0	14	9	24	0	0	0	0	0

Major Street Volume: 49
Minor Approach Volume: 24
Minor Approach Volume Threshold: 1024

SIGNAL WARRANT DISCLAIMER
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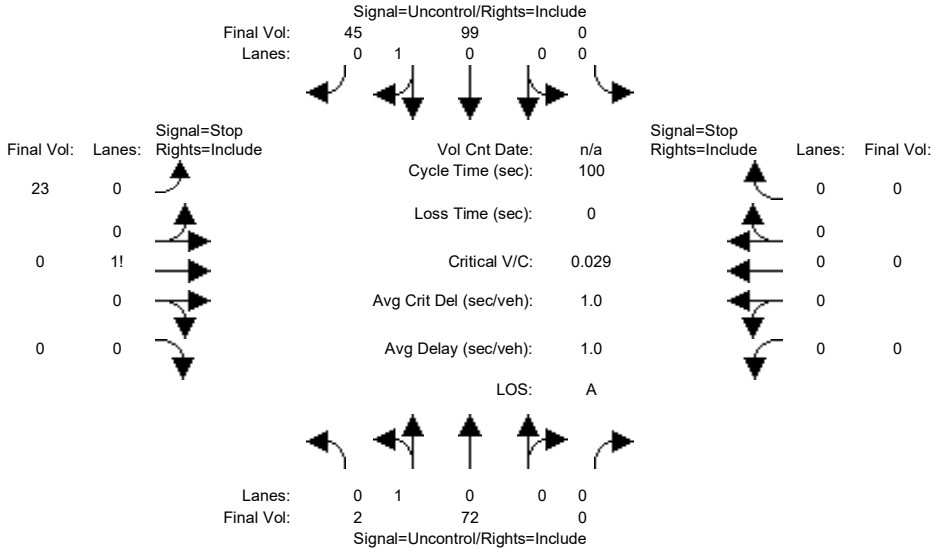
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj AM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Volume Module:																
Base Vol:	2	72	0		0	99	13		19	0	0		0	0	0	
Growth 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	
Initial Bse:	2	72	0		0	99	13		19	0	0		0	0	0	
Added Vol:	0	0	0		0	0	32		4	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	2	72	0		0	99	45		23	0	0		0	0	0	
User 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	
PHF 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	
PHF Volume:	2	72	0		0	99	45		23	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	2	72	0		0	99	45		23	0	0		0	0	0	
Critical Gap Module:																
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Capacity Module:																
Cnflict Vol:	144	xxxx	xxxxx	xxxx	xxxx	xxxxx	198	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Potent Cap.:	1451	xxxx	xxxxx	xxxx	xxxx	xxxxx	796	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Move Cap.:	1451	xxxx	xxxxx	xxxx	xxxx	xxxxx	795	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx				
Level Of Service Module:																
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx				
Control Del:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*				
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT						
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx				
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shrd ConDel:	7.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx				
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*				
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx						
ApproachLOS:	*			*			A			*						

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	72	0	0	99	45	23	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			9.7			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=23]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=241]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1	0 0	0	0 0	0 1	0	1 0	0 0	0	0 0	0 0	0
Initial Vol:	2	72	0	0	99	45	23	0	0	0	0	0

Major Street Volume: 218
Minor Approach Volume: 23
Minor Approach Volume Threshold: 626

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

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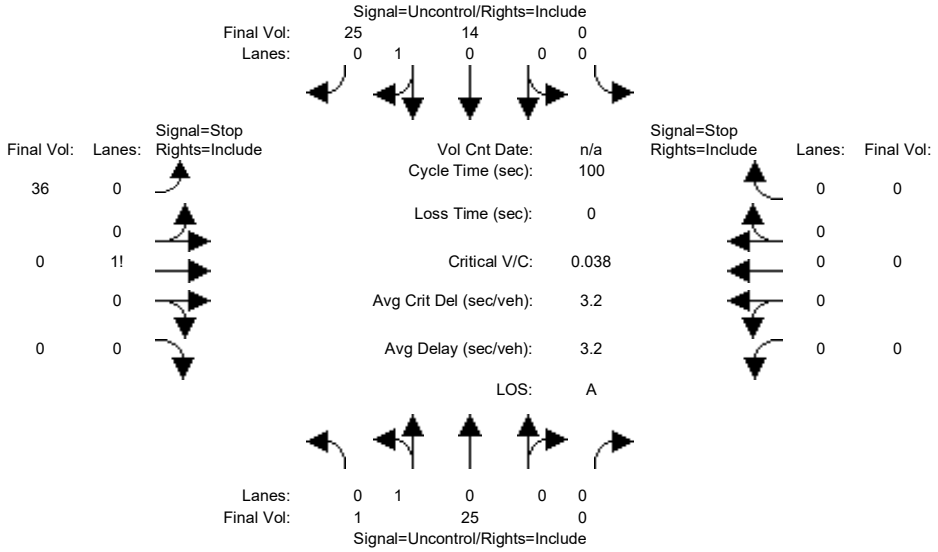
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj PM

Intersection #7: Lane Ave and Victor Way



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	25	0	0	14	9	24	0	0	0	0	0
Growth 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
Initial Bse:	1	25	0	0	14	9	24	0	0	0	0	0
Added Vol:	0	0	0	0	0	16	12	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	25	0	0	14	25	36	0	0	0	0	0
User 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
PHF 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
PHF Volume:	1	25	0	0	14	25	36	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	25	0	0	14	25	36	0	0	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	39	xxxx	xxxxx	xxxx	xxxx	xxxxx	54	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	960	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	1584	xxxx	xxxxx	xxxx	xxxx	xxxxx	959	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		
ApproachLOS:	*			*			A			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	0 0		0 0 0	1 0		1 0 0	0 0		0 0 0	0 0	
Initial Vol:	1	25	0	0	14	25	36	0	0	0	0	0
ApproachDel:	xxxxxx			xxxxxx			8.9			xxxxxx		

Approach[eastbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=36]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=101]
FAIL - Total volume less than 650 for intersection
with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #7 Lane Ave and Victor Way

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Lanes:	0 1 0	0 0		0 0 0	1 0		1 0 0	0 0		0 0 0	0 0	
Initial Vol:	1	25	0	0	14	25	36	0	0	0	0	0

Major Street Volume: 65
Minor Approach Volume: 36
Minor Approach Volume Threshold: 948

SIGNAL WARRANT DISCLAIMER
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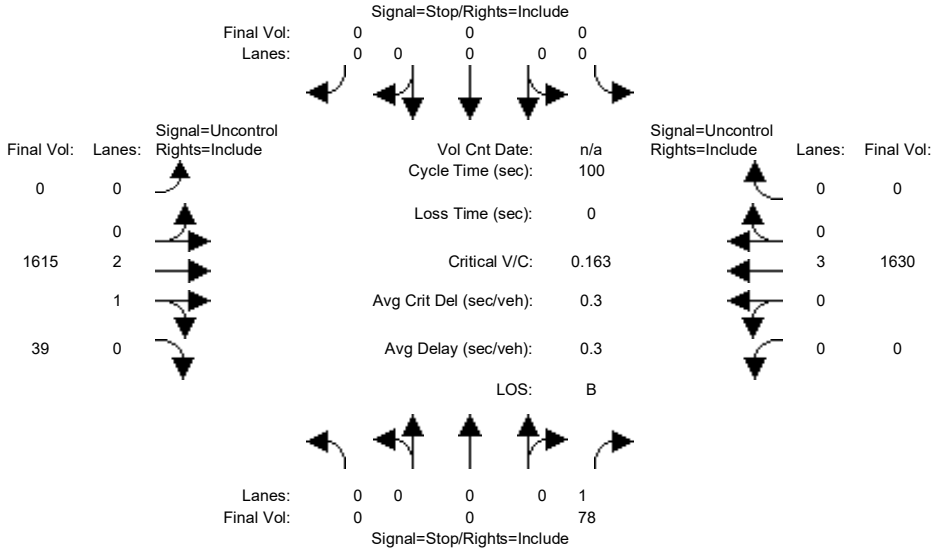
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul AM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	78	0	0	0	0	1615	39	0	1630	0
Growth 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
Initial Bse:	0	0	78	0	0	0	0	1615	39	0	1630	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	78	0	0	0	0	1615	39	0	1630	0
User 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
PHF 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
PHF Volume:	0	0	78	0	0	0	0	1615	39	0	1630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	78	0	0	0	0	1615	39	0	1630	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	558	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	478	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	478	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.16	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	78	0	0	0	0	1615	39	0	1630	0
ApproachDel:	14.0			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.3]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=78]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3362]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
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Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	78	0	0	0	0	1615	39	0	1630	0

Major Street Volume: 3284
Minor Approach Volume: 78
Minor Approach Volume Threshold: -125 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER
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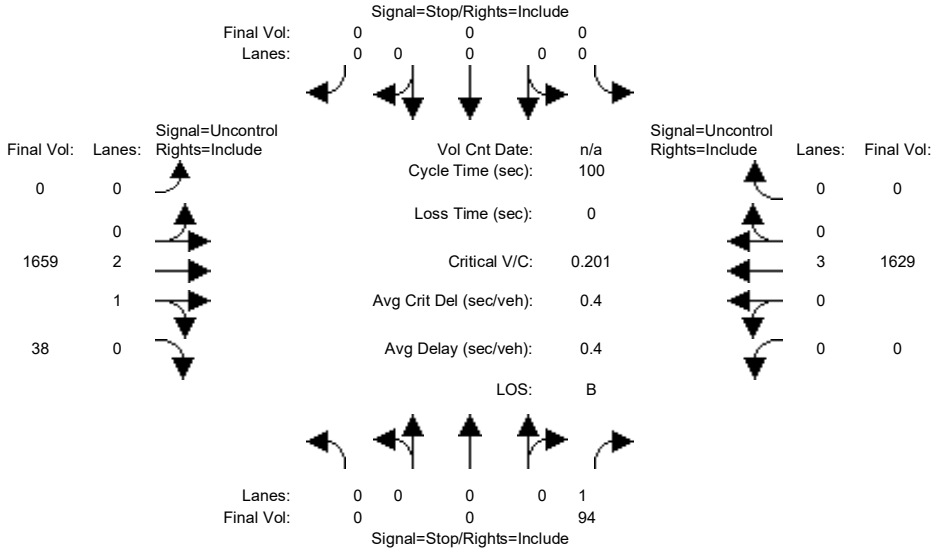
749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul PM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	94	0	0	0	0	1659	38	0	1629	0
Growth 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
Initial Bse:	0	0	94	0	0	0	0	1659	38	0	1629	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	94	0	0	0	0	1659	38	0	1629	0
User 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
PHF 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
PHF Volume:	0	0	94	0	0	0	0	1659	38	0	1629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	94	0	0	0	0	1659	38	0	1629	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	572	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	468	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	468	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.20	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	14.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	14.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	94	0	0	0	0	1659	38	0	1629	0
ApproachDel:	14.6			xxxxxx			xxxxxx			xxxxxx		

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.4]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=94]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3420]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Lanes:	0 0 0 0 1			0 0 0 0 0			0 0 2 1 0			0 0 3 0 0		
Initial Vol:	0	0	94	0	0	0	0	1659	38	0	1629	0

Major Street Volume: 3326
Minor Approach Volume: 94
Minor Approach Volume Threshold: -129 [less than minimum of 100]

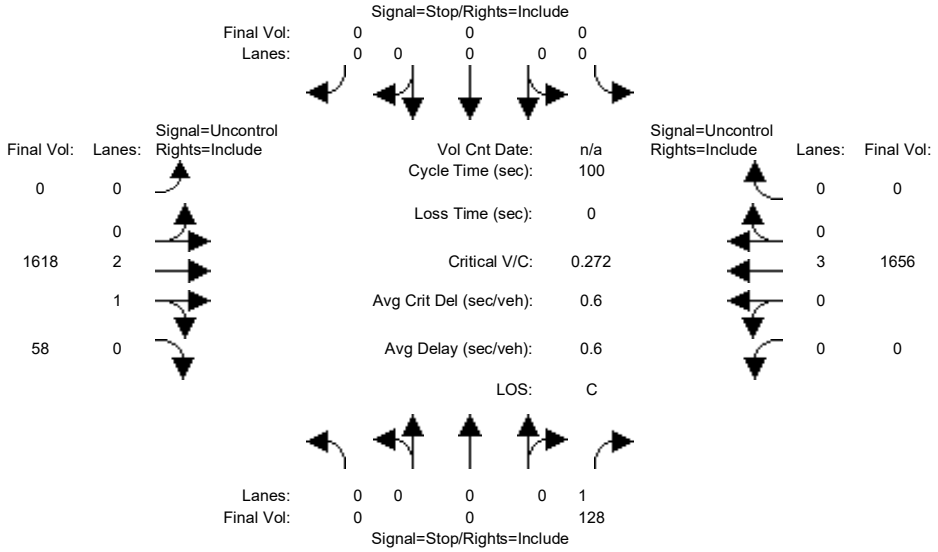
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj AM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	78	0	0	0	0	1615	39	0	1630	0
Growth 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
Initial Bse:	0	0	78	0	0	0	0	1615	39	0	1630	0
Added Vol:	0	0	50	0	0	0	0	3	19	0	26	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	128	0	0	0	0	1618	58	0	1656	0
User 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
PHF 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
PHF Volume:	0	0	128	0	0	0	0	1618	58	0	1656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	128	0	0	0	0	1618	58	0	1656	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	568	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	471	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	1 0	0	0	3	0 0
Initial Vol:	0	0	128		0	0	0		0	1618	58		0	1656	0	
ApproachDel:	15.5				xxxxxx				xxxxxx				xxxxxx			

Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.6]
FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=128]
SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3460]
SUCCEED - Total volume greater than or equal to 650 for intersection with less than four approaches.

SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

Peak Hour Volume Signal Warrant Report [Urban]

****

Intersection #8 Lane Ave and El Camino Real

****

Future Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Uncontrolled				Uncontrolled			
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	1 0	0	0	3	0 0
Initial Vol:	0	0	128		0	0	0		0	1618	58		0	1656	0	

Major Street Volume: 3332
Minor Approach Volume: 128
Minor Approach Volume Threshold: -130 [less than minimum of 100]

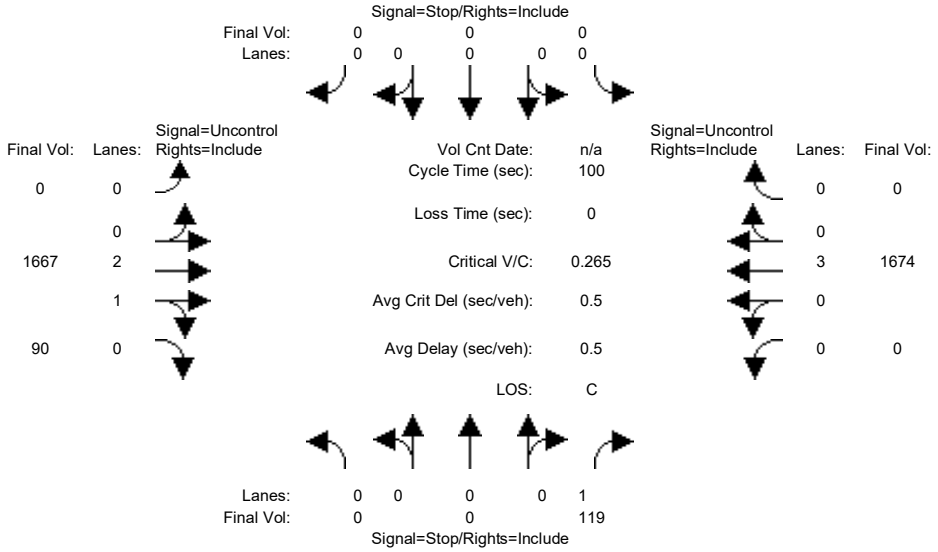
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace a rigorous and complete traffic signal warrant analysis by the responsible jurisdiction. Consideration of the other signal warrants, which is beyond the scope of this software, may yield different results.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj PM

Intersection #8: Lane Ave and El Camino Real



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	94	0	0	0	0	1659	38	0	1629	0
Growth 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
Initial Bse:	0	0	94	0	0	0	0	1659	38	0	1629	0
Added Vol:	0	0	25	0	0	0	0	8	52	0	45	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	119	0	0	0	0	1667	90	0	1674	0
User 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
PHF 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
PHF Volume:	0	0	119	0	0	0	0	1667	90	0	1674	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	119	0	0	0	0	1667	90	0	1674	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	601	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	449	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	449	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.27	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	1.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	15.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	15.9			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

Note: Queue reported is the number of cars per lane.

Peak Hour Delay Signal Warrant Report

****

Intersection #8 Lane Ave and El Camino Real

****

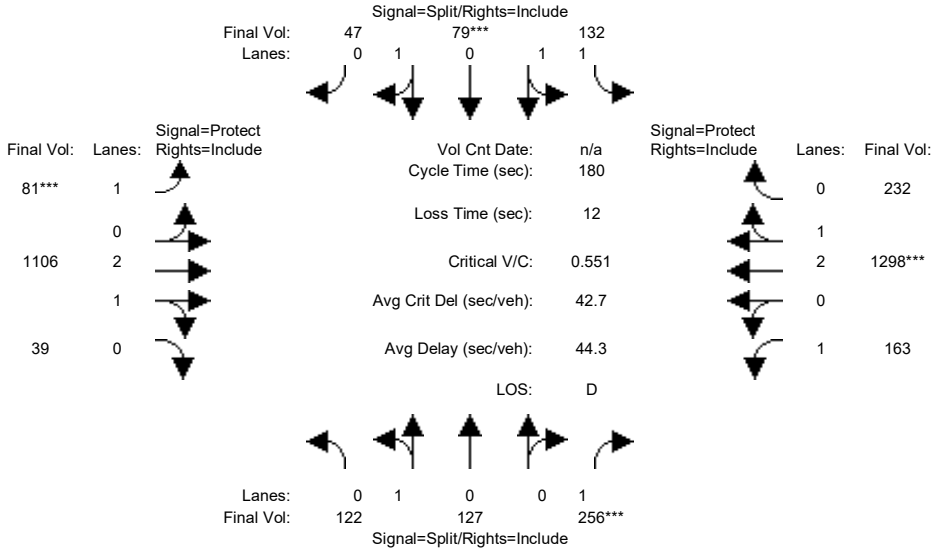
Future Volume Alternative: Peak Hour Warrant NOT Met

```
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  1  0    0  0  3  0  0
Initial Vol:    0    0   119     0    0     0     0 1667    90     0 1674     0
ApproachDel:      15.9           xxxxxx           xxxxxx           xxxxxx
------------|---------------||---------------||---------------||---------------|
Approach[northbound][lanes=1][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.5]
   FAIL - Vehicle-hours less than 4 for one lane approach.
Signal Warrant Rule #2: [approach volume=119]
   SUCCEED - Approach volume greater than or equal to 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3550]
   SUCCEED - Total volume greater than or equal to 650 for intersection
             with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #8 Lane Ave and El Camino Real
********************************************************************************
Future Volume Alternative: Peak Hour Warrant Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign       Uncontrolled     Uncontrolled
Lanes:        0  0  0  0  1    0  0  0  0  0    0  0  2  1  0    0  0  3  0  0
Initial Vol:    0    0   119     0    0     0     0 1667    90     0 1674     0
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             3431
Minor Approach Volume:           119
Minor Approach Volume Threshold: -140 [less than minimum of 100]
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
```


749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul AM

Intersection #1001: El Camino Real and Castro Street



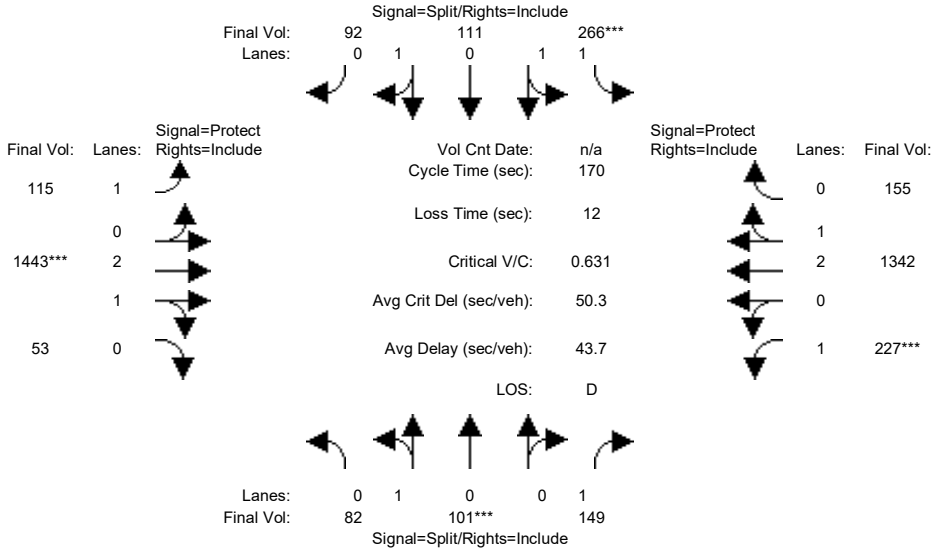
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	127	256	132	79	47	81	1106	39	163	1298	232
Growth 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
Initial Bse:	122	127	256	132	79	47	81	1106	39	163	1298	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	127	256	132	79	47	81	1106	39	163	1298	232
User 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
PHF 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
PHF Volume:	122	127	256	132	79	47	81	1106	39	163	1298	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	127	256	132	79	47	81	1106	39	163	1298	232
PCE 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
MLF 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
FinalVolume:	122	127	256	132	79	47	81	1106	39	163	1298	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.49	0.51	1.00	1.55	0.91	0.54	1.00	2.89	0.11	1.00	2.53	0.47
Final Sat.:	882	918	1750	2737	1638	975	1750	5409	191	1750	4750	849
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.15	0.05	0.05	0.05	0.05	0.20	0.20	0.09	0.27	0.27
Crit Moves:			****		****		****				****	
Green Time:	47.8	47.8	47.8	15.8	15.8	15.8	15.1	71.7	71.7	32.7	89.3	89.3
Volume/Cap:	0.52	0.52	0.55	0.55	0.55	0.55	0.55	0.51	0.51	0.51	0.55	0.55
Delay/Veh:	57.4	57.4	58.3	80.1	80.1	80.1	83.6	41.1	41.1	67.9	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.4	57.4	58.3	80.1	80.1	80.1	83.6	41.1	41.1	67.9	31.7	31.7
LOS by Move:	E	E	E	F	F	F	F	D	D	E	C	C
HCM2kAvgQ:	12	12	13	5	5	5	5	16	16	9	19	19

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul PM

Intersection #1001: El Camino Real and Castro Street



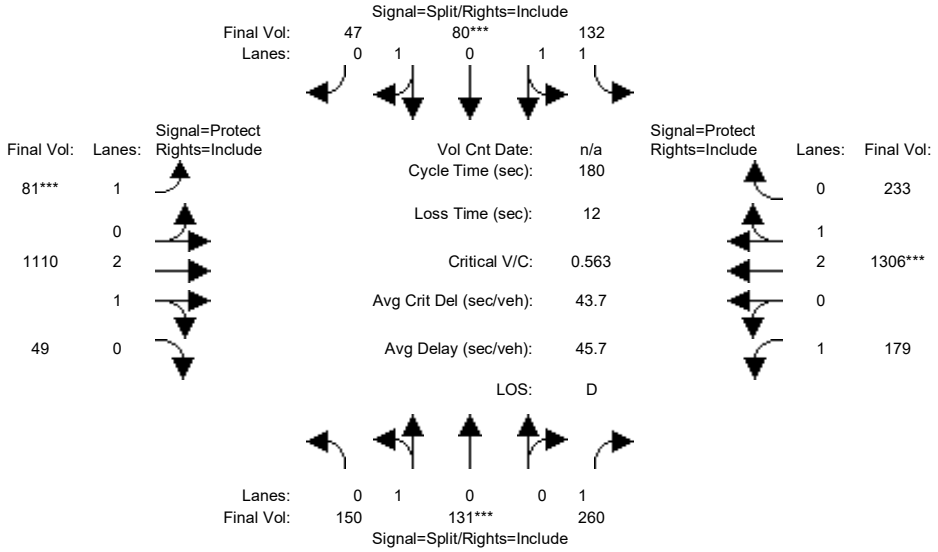
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	101	149	266	111	92	115	1443	53	227	1342	155
Growth 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
Initial Bse:	82	101	149	266	111	92	115	1443	53	227	1342	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	101	149	266	111	92	115	1443	53	227	1342	155
User 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
PHF 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
PHF Volume:	82	101	149	266	111	92	115	1443	53	227	1342	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	101	149	266	111	92	115	1443	53	227	1342	155
PCE 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
MLF 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
FinalVolume:	82	101	149	266	111	92	115	1443	53	227	1342	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.45	0.55	1.00	1.72	0.70	0.58	1.00	2.89	0.11	1.00	2.68	0.32
Final Sat.:	807	993	1750	3034	1266	1049	1750	5401	198	1750	5019	580
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.09	0.09	0.09	0.09	0.07	0.27	0.27	0.13	0.27	0.27
Crit Moves:		****		****				****		****		
Green Time:	27.4	27.4	27.4	23.6	23.6	23.6	21.1	72.0	72.0	35.0	85.9	85.9
Volume/Cap:	0.63	0.63	0.53	0.63	0.63	0.63	0.53	0.63	0.63	0.63	0.53	0.53
Delay/Veh:	71.0	71.0	67.2	70.8	70.8	70.8	72.3	39.1	39.1	65.2	28.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	71.0	67.2	70.8	70.8	70.8	72.3	39.1	39.1	65.2	28.6	28.6
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	10	10	8	9	9	9	6	20	20	12	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1001: El Camino Real and Castro Street



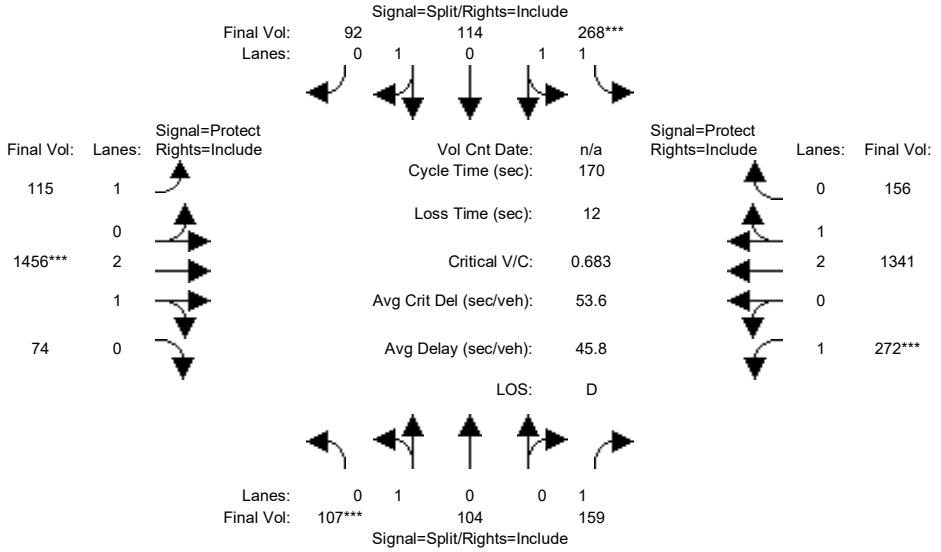
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	122	127	256	132	79	47	81	1106	39	163	1298	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	127	256	132	79	47	81	1106	39	163	1298	232
Added Vol:	28	4	4	0	1	0	0	4	10	16	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	150	131	260	132	80	47	81	1110	49	179	1306	233
User 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
PHF 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
PHF Volume:	150	131	260	132	80	47	81	1110	49	179	1306	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	131	260	132	80	47	81	1110	49	179	1306	233
PCE 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
MLF 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
FinalVolume:	150	131	260	132	80	47	81	1110	49	179	1306	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.53	0.47	1.00	1.54	0.92	0.54	1.00	2.87	0.13	1.00	2.53	0.47
Final Sat.:	961	839	1750	2726	1652	971	1750	5363	237	1750	4751	848
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.15	0.05	0.05	0.05	0.05	0.21	0.21	0.10	0.27	0.27
Crit Moves:		****			****		****				****	
Green Time:	49.9	49.9	49.9	15.5	15.5	15.5	14.8	68.7	68.7	33.9	87.8	87.8
Volume/Cap:	0.56	0.56	0.54	0.56	0.56	0.56	0.56	0.54	0.54	0.54	0.56	0.56
Delay/Veh:	57.2	57.2	56.4	80.6	80.6	80.6	84.6	43.7	43.7	67.8	32.8	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.2	57.2	56.4	80.6	80.6	80.6	84.6	43.7	43.7	67.8	32.8	32.8
LOS by Move:	E	E	E	F	F	F	F	D	D	E	C	C
HCM2kAvgQ:	14	14	13	6	6	6	5	16	16	10	20	20

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1001: El Camino Real and Castro Street



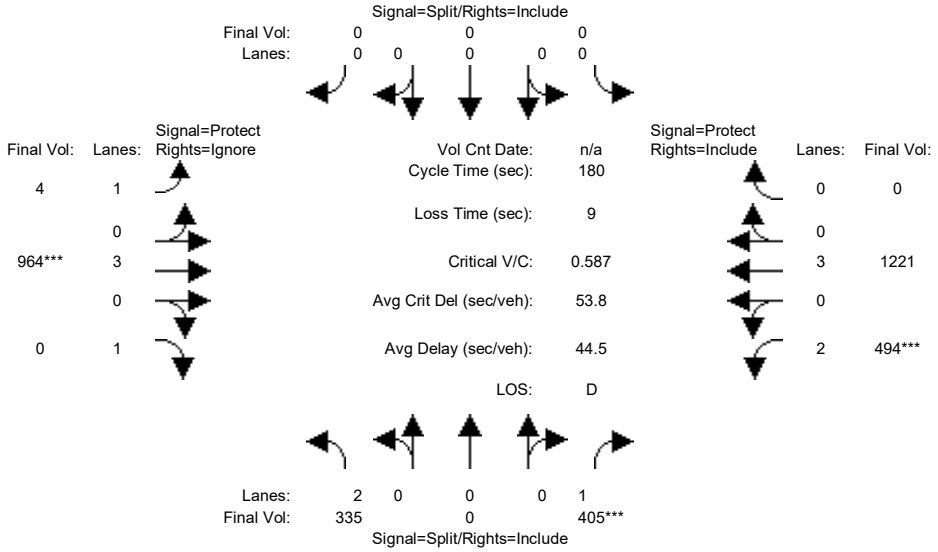
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	82	101	149	266	111	92	115	1443	53	227	1342	155
Growth 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
Initial Bse:	82	101	149	266	111	92	115	1443	53	227	1342	155
Added Vol:	20	3	10	2	3	0	0	13	21	40	4	1
PasserByVol:	5	0	0	0	0	0	0	0	0	5	-5	0
Initial Fut:	107	104	159	268	114	92	115	1456	74	272	1341	156
User 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
PHF 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
PHF Volume:	107	104	159	268	114	92	115	1456	74	272	1341	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	104	159	268	114	92	115	1456	74	272	1341	156
PCE 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
MLF 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
FinalVolume:	107	104	159	268	114	92	115	1456	74	272	1341	156
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.95	0.92	0.98	0.95	0.92	0.99	0.95
Lanes:	0.51	0.49	1.00	1.71	0.71	0.58	1.00	2.85	0.15	1.00	2.68	0.32
Final Sat.:	913	887	1750	3025	1287	1038	1750	5329	271	1750	5016	583
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.09	0.09	0.09	0.09	0.07	0.27	0.27	0.16	0.27	0.27
Crit Moves:	****			****				****		****		
Green Time:	29.2	29.2	29.2	22.1	22.1	22.1	21.1	68.0	68.0	38.7	85.7	85.7
Volume/Cap:	0.68	0.68	0.53	0.68	0.68	0.68	0.53	0.68	0.68	0.68	0.53	0.53
Delay/Veh:	72.2	72.2	65.9	73.4	73.4	73.4	72.3	43.0	43.0	64.8	28.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.2	72.2	65.9	73.4	73.4	73.4	72.3	43.0	43.0	64.8	28.7	28.7
LOS by Move:	E	E	E	E	E	E	E	D	D	E	C	C
HCM2kAvgQ:	12	12	8	9	9	9	6	22	22	15	17	17

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul AM

Intersection #1002: El Camino Real and El Monte Avenue



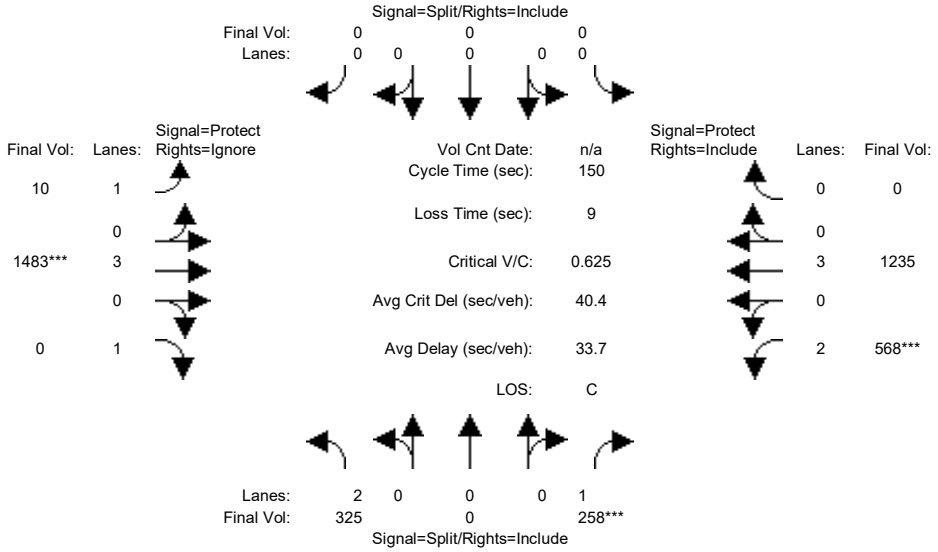
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	0	405	0	0	0	4	964	0	494	1221	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	0	405	0	0	0	4	964	0	494	1221	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	0	405	0	0	0	4	964	0	494	1221	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	335	0	405	0	0	0	4	964	0	494	1221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	0	405	0	0	0	4	964	0	494	1221	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	335	0	405	0	0	0	4	964	0	494	1221	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.23	0.00	0.00	0.00	0.00	0.17	0.00	0.16	0.21	0.00
Crit Moves:			****					****		****		
Green Time:	71.0	0.0	71.0	0.0	0.0	0.0	15.4	51.9	0.0	48.1	84.6	0.0
Volume/Cap:	0.27	0.00	0.59	0.00	0.00	0.00	0.03	0.59	0.00	0.59	0.46	0.00
Delay/Veh:	37.0	0.0	44.3	0.0	0.0	0.0	75.5	55.4	0.0	58.4	32.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.0	0.0	44.3	0.0	0.0	0.0	75.5	55.4	0.0	58.4	32.3	0.0
LOS by Move:	D	A	D	A	A	A	E	E	A	E	C	A
HCM2kAvgQ:	7	0	19	0	0	0	0	15	0	14	14	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul PM

Intersection #1002: El Camino Real and El Monte Avenue



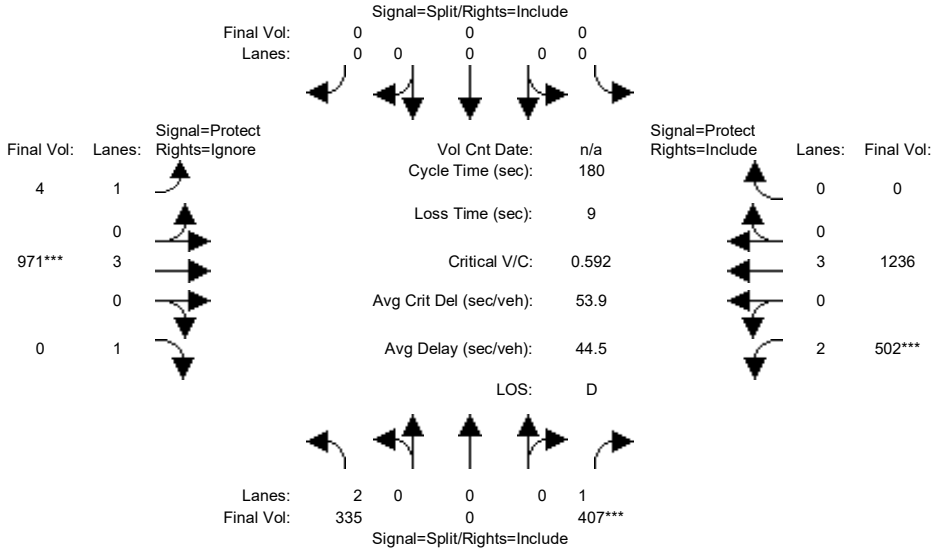
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	0	258	0	0	0	10	1483	0	568	1235	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	0	258	0	0	0	10	1483	0	568	1235	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	0	258	0	0	0	10	1483	0	568	1235	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	0	258	0	0	0	10	1483	0	568	1235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	258	0	0	0	10	1483	0	568	1235	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	0	258	0	0	0	10	1483	0	568	1235	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.01	0.26	0.00	0.18	0.22	0.00
Crit Moves:			****					****		****		
Green Time:	35.4	0.0	35.4	0.0	0.0	0.0	18.7	62.4	0.0	43.2	86.9	0.0
Volume/Cap:	0.44	0.00	0.63	0.00	0.00	0.00	0.05	0.63	0.00	0.63	0.37	0.00
Delay/Veh:	49.3	0.0	54.4	0.0	0.0	0.0	57.9	35.1	0.0	47.7	17.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	0.0	54.4	0.0	0.0	0.0	57.9	35.1	0.0	47.7	17.0	0.0
LOS by Move:	D	A	D	A	A	A	E	D	A	D	B	A
HCM2kAvgQ:	8	0	12	0	0	0	0	18	0	13	10	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1002: El Camino Real and El Monte Avenue



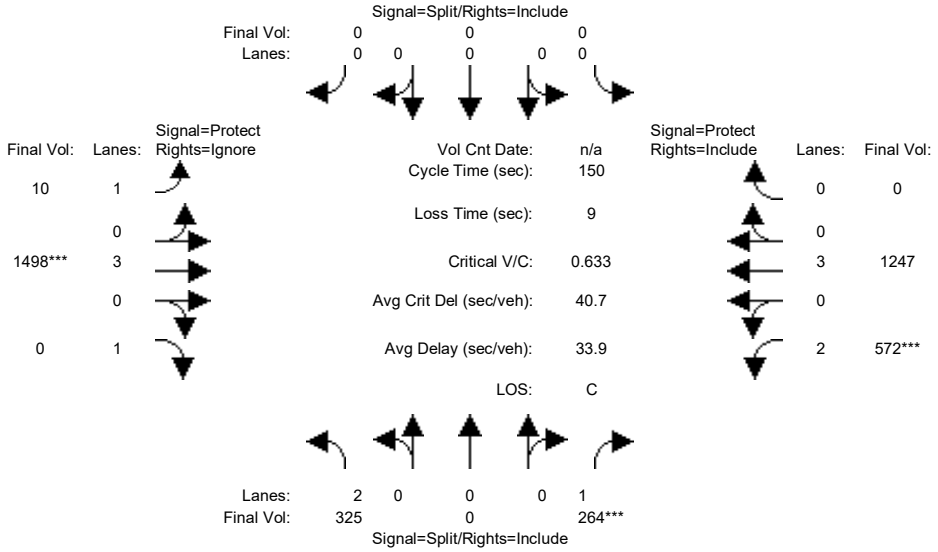
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	0	10	0	0	0	7	10	10	7	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	335	0	405	0	0	0	4	964	0	494	1221	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	0	405	0	0	0	4	964	0	494	1221	0
Added Vol:	0	0	2	0	0	0	0	7	0	8	15	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	335	0	407	0	0	0	4	971	0	502	1236	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	335	0	407	0	0	0	4	971	0	502	1236	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	0	407	0	0	0	4	971	0	502	1236	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	335	0	407	0	0	0	4	971	0	502	1236	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.23	0.00	0.00	0.00	0.00	0.17	0.00	0.16	0.22	0.00
Crit Moves:			****					****		****		
Green Time:	70.7	0.0	70.7	0.0	0.0	0.0	15.2	51.8	0.0	48.5	85.0	0.0
Volume/Cap:	0.27	0.00	0.59	0.00	0.00	0.00	0.03	0.59	0.00	0.59	0.46	0.00
Delay/Veh:	37.2	0.0	44.6	0.0	0.0	0.0	75.6	55.6	0.0	58.3	32.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	0.0	44.6	0.0	0.0	0.0	75.6	55.6	0.0	58.3	32.1	0.0
LOS by Move:	D	A	D	A	A	A	E	E	A	E	C	A
HCM2kAvgQ:	7	0	19	0	0	0	0	15	0	14	15	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1002: El Camino Real and El Monte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	7	10	10	10	10	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	325	0	258	0	0	0	10	1483	0	568	1235	0
Growth 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
Initial Bse:	325	0	258	0	0	0	10	1483	0	568	1235	0
Added Vol:	0	0	6	0	0	0	0	15	0	4	12	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	0	264	0	0	0	10	1498	0	572	1247	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	325	0	264	0	0	0	10	1498	0	572	1247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	0	264	0	0	0	10	1498	0	572	1247	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	325	0	264	0	0	0	10	1498	0	572	1247	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	1.00	3.00	1.00	2.00	3.00	0.00
Final Sat.:	3150	0	1750	0	0	0	1750	5700	1750	3150	5700	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.15	0.00	0.00	0.00	0.01	0.26	0.00	0.18	0.22	0.00
Crit Moves:			****					****		****		
Green Time:	35.7	0.0	35.7	0.0	0.0	0.0	18.5	62.3	0.0	43.0	86.8	0.0
Volume/Cap:	0.43	0.00	0.63	0.00	0.00	0.00	0.05	0.63	0.00	0.63	0.38	0.00
Delay/Veh:	48.9	0.0	54.4	0.0	0.0	0.0	58.1	35.4	0.0	48.1	17.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	0.0	54.4	0.0	0.0	0.0	58.1	35.4	0.0	48.1	17.1	0.0
LOS by Move:	D	A	D	A	A	A	E	D	A	D	B	A
HCM2kAvgQ:	8	0	12	0	0	0	0	18	0	13	10	0

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

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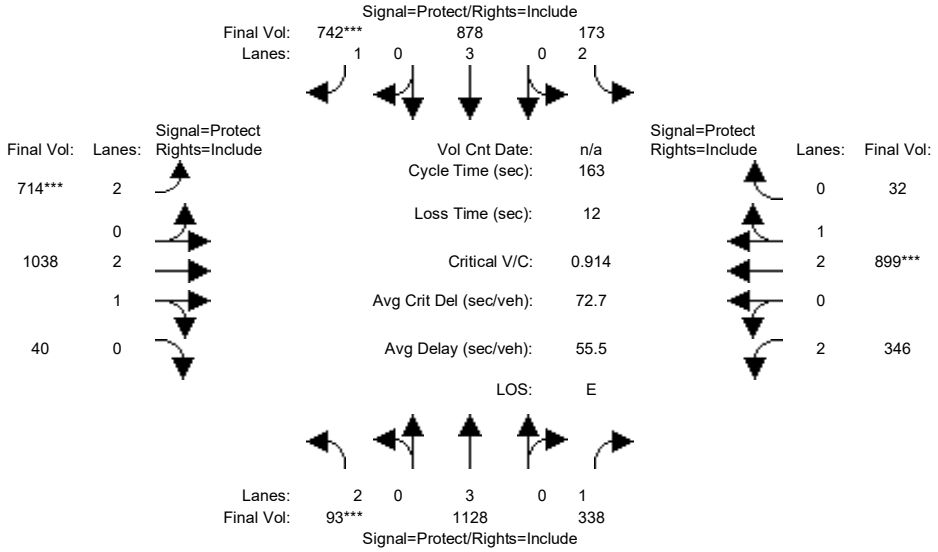
2000 HCM Operations (Future Volume Alternative)
Cumul AM

Intersection #1003: El Camino Real and Grant Road/SR-237



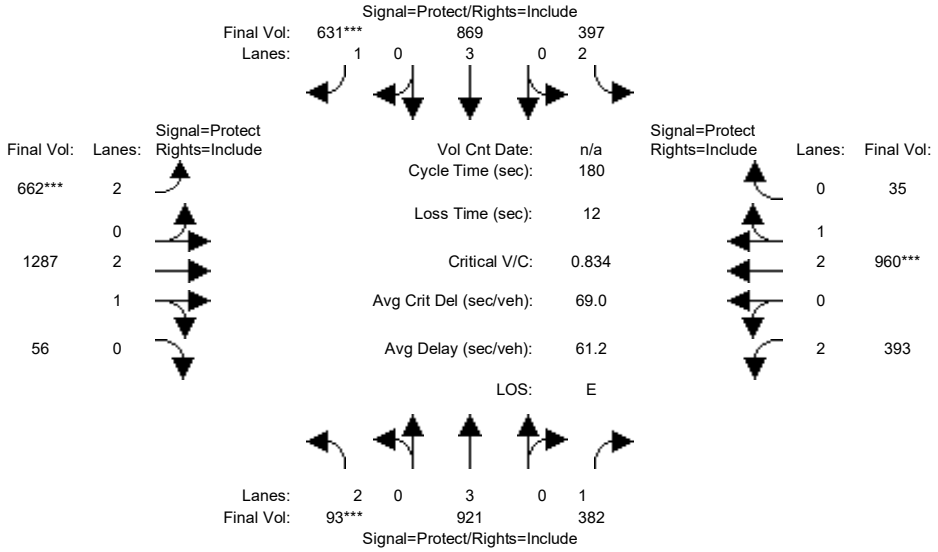
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1128	338	173	878	742	714	1038	40	346	899	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1128	338	173	878	742	714	1038	40	346	899	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1128	338	173	878	742	714	1038	40	346	899	32
User 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
PHF 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
PHF Volume:	93	1128	338	173	878	742	714	1038	40	346	899	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1128	338	173	878	742	714	1038	40	346	899	32
PCE 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
MLF 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
FinalVolume:	93	1128	338	173	878	742	714	1038	40	346	899	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.88	0.12	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5392	208	3150	5407	192
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.19	0.05	0.15	0.42	0.23	0.19	0.19	0.11	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	7.0	64.0	64.0	17.8	74.7	74.7	40.0	44.1	44.1	25.2	29.3	29.3
Volume/Cap:	0.69	0.50	0.49	0.50	0.34	0.92	0.92	0.71	0.71	0.71	0.92	0.92
Delay/Veh:	90.8	37.7	37.8	69.7	28.3	57.8	76.9	55.3	55.3	70.4	79.5	79.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	37.7	37.8	69.7	28.3	57.8	76.9	55.3	55.3	70.4	79.5	79.5
LOS by Move:	F	D	D	E	C	E	E	E	E	E	E	E
HCM2kAvgQ:	4	14	13	5	9	41	22	16	16	11	19	19

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul PM

Intersection #1003: El Camino Real and Grant Road/SR-237



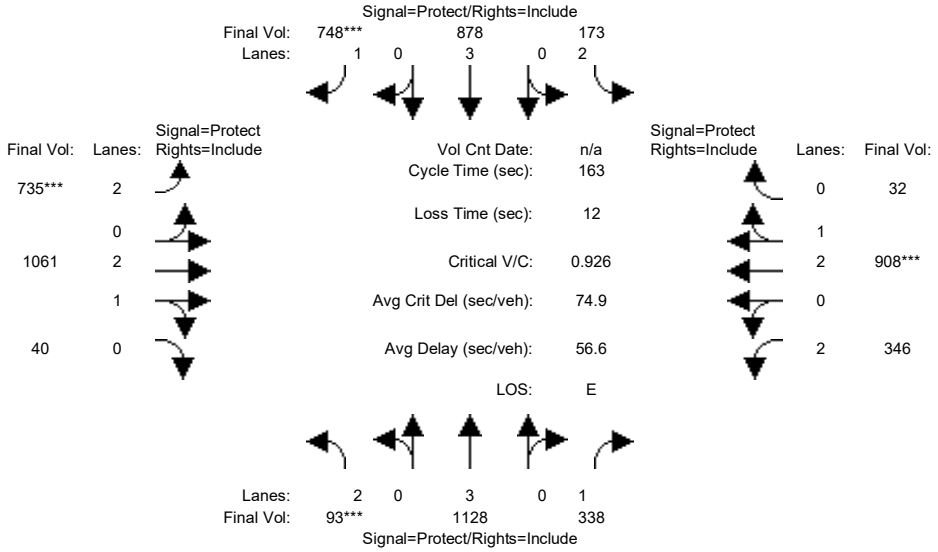
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	921	382	397	869	631	662	1287	56	393	960	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	921	382	397	869	631	662	1287	56	393	960	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	921	382	397	869	631	662	1287	56	393	960	35
User 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
PHF 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
PHF Volume:	93	921	382	397	869	631	662	1287	56	393	960	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	921	382	397	869	631	662	1287	56	393	960	35
PCE 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
MLF 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
FinalVolume:	93	921	382	397	869	631	662	1287	56	393	960	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5366	233	3150	5403	197
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.22	0.13	0.15	0.36	0.21	0.24	0.24	0.12	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	7.0	53.6	53.6	31.0	77.6	77.6	45.2	54.9	54.9	28.6	38.2	38.2
Volume/Cap:	0.76	0.54	0.73	0.73	0.35	0.84	0.84	0.79	0.79	0.79	0.84	0.84
Delay/Veh:	109.3	53.3	62.1	75.7	34.5	53.7	71.7	59.7	59.7	80.9	73.2	73.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.3	53.3	62.1	75.7	34.5	53.7	71.7	59.7	59.7	80.9	73.2	73.2
LOS by Move:	F	D	E	E	C	D	E	E	E	F	E	E
HCM2kAvgQ:	5	14	21	14	10	35	21	23	23	14	20	20

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1003: El Camino Real and Grant Road/SR-237



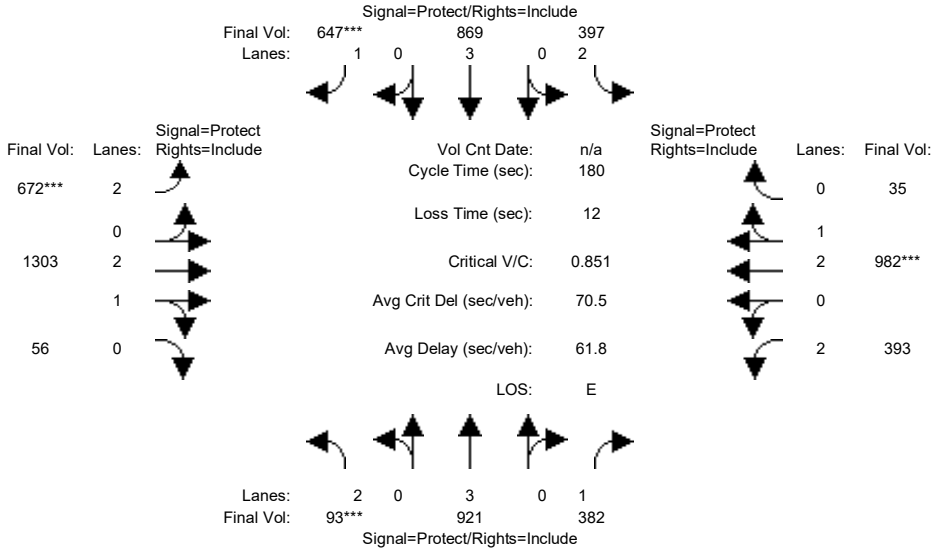
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	1128	338	173	878	742	714	1038	40	346	899	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1128	338	173	878	742	714	1038	40	346	899	32
Added Vol:	0	0	0	0	0	6	21	23	0	0	9	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1128	338	173	878	748	735	1061	40	346	908	32
User 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
PHF 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
PHF Volume:	93	1128	338	173	878	748	735	1061	40	346	908	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1128	338	173	878	748	735	1061	40	346	908	32
PCE 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
MLF 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
FinalVolume:	93	1128	338	173	878	748	735	1061	40	346	908	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.89	0.11	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5396	203	3150	5409	191
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.19	0.05	0.15	0.43	0.23	0.20	0.20	0.11	0.17	0.17
Crit Moves:	****					****	****				****	
Green Time:	7.0	63.6	63.6	17.7	74.3	74.3	40.5	44.7	44.7	25.0	29.2	29.2
Volume/Cap:	0.69	0.51	0.49	0.51	0.34	0.94	0.94	0.72	0.72	0.72	0.94	0.94
Delay/Veh:	90.8	38.0	38.1	69.8	28.6	60.7	78.7	55.1	55.1	70.7	81.7	81.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	38.0	38.1	69.8	28.6	60.7	78.7	55.1	55.1	70.7	81.7	81.7
LOS by Move:	F	D	D	E	C	E	E	E	E	E	F	F
HCM2kAvgQ:	4	14	14	5	9	42	23	16	16	11	19	19

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1003: El Camino Real and Grant Road/SR-237



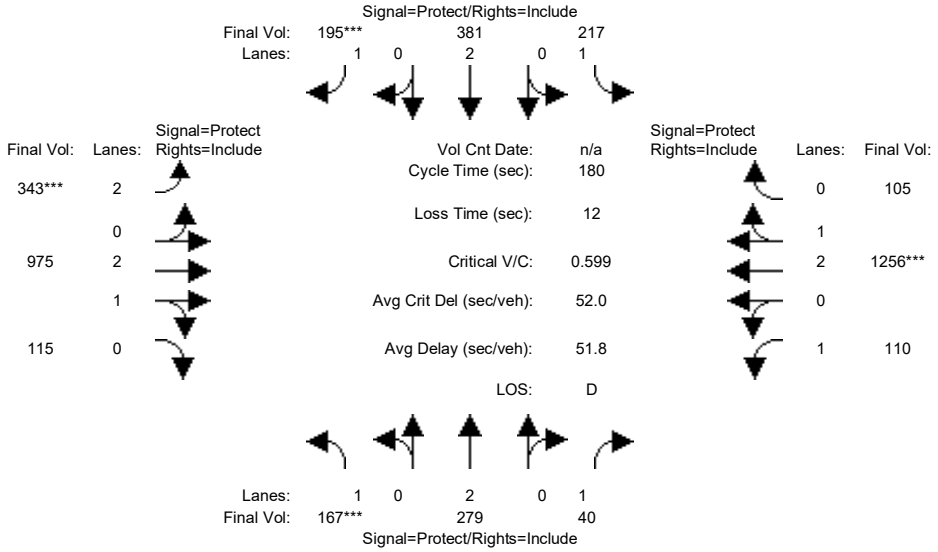
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	93	921	382	397	869	631	662	1287	56	393	960	35
Growth 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
Initial Bse:	93	921	382	397	869	631	662	1287	56	393	960	35
Added Vol:	0	0	0	0	0	16	10	16	0	0	22	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	921	382	397	869	647	672	1303	56	393	982	35
User 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
PHF 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
PHF Volume:	93	921	382	397	869	647	672	1303	56	393	982	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	921	382	397	869	647	672	1303	56	393	982	35
PCE 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
MLF 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
FinalVolume:	93	921	382	397	869	647	672	1303	56	393	982	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.87	0.13	2.00	2.89	0.11
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5369	231	3150	5407	193
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.22	0.13	0.15	0.37	0.21	0.24	0.24	0.12	0.18	0.18
Crit Moves:	****					****	****				****	
Green Time:	7.0	53.8	53.8	31.1	77.8	77.8	44.9	54.9	54.9	28.2	38.2	38.2
Volume/Cap:	0.76	0.54	0.73	0.73	0.35	0.85	0.85	0.80	0.80	0.80	0.85	0.85
Delay/Veh:	109.3	53.1	61.8	75.5	34.3	55.4	73.5	60.1	60.1	81.8	74.5	74.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.3	53.1	61.8	75.5	34.3	55.4	73.5	60.1	60.1	81.8	74.5	74.5
LOS by Move:	F	D	E	E	C	E	E	E	E	F	E	E
HCM2kAvgQ:	5	14	21	14	10	36	22	23	23	14	20	20

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul AM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



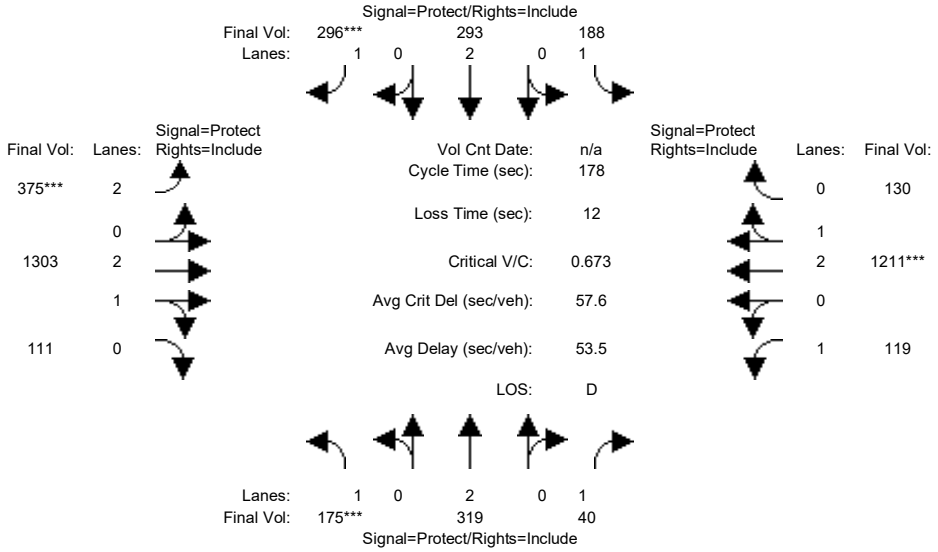
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	279	40	217	381	195	343	975	115	110	1256	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	279	40	217	381	195	343	975	115	110	1256	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	279	40	217	381	195	343	975	115	110	1256	105
User 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
PHF 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
PHF Volume:	167	279	40	217	381	195	343	975	115	110	1256	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	279	40	217	381	195	343	975	115	110	1256	105
PCE 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
MLF 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
FinalVolume:	167	279	40	217	381	195	343	975	115	110	1256	105
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	1.00	2.76	0.24
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5008	591	1750	5167	432
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.02	0.12	0.10	0.11	0.11	0.19	0.19	0.06	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	28.7	23.1	23.1	39.1	33.5	33.5	32.7	80.0	80.0	25.8	73.1	73.1
Volume/Cap:	0.60	0.57	0.18	0.57	0.54	0.60	0.60	0.44	0.44	0.44	0.60	0.60
Delay/Veh:	73.9	75.4	70.3	65.1	67.1	70.2	69.4	34.6	34.6	71.7	42.4	42.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.9	75.4	70.3	65.1	67.1	70.2	69.4	34.6	34.6	71.7	42.4	42.4
LOS by Move:	E	E	E	E	E	E	E	C	C	E	D	D
HCM2kAvgQ:	10	8	2	12	10	11	10	13	13	6	19	19

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul PM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



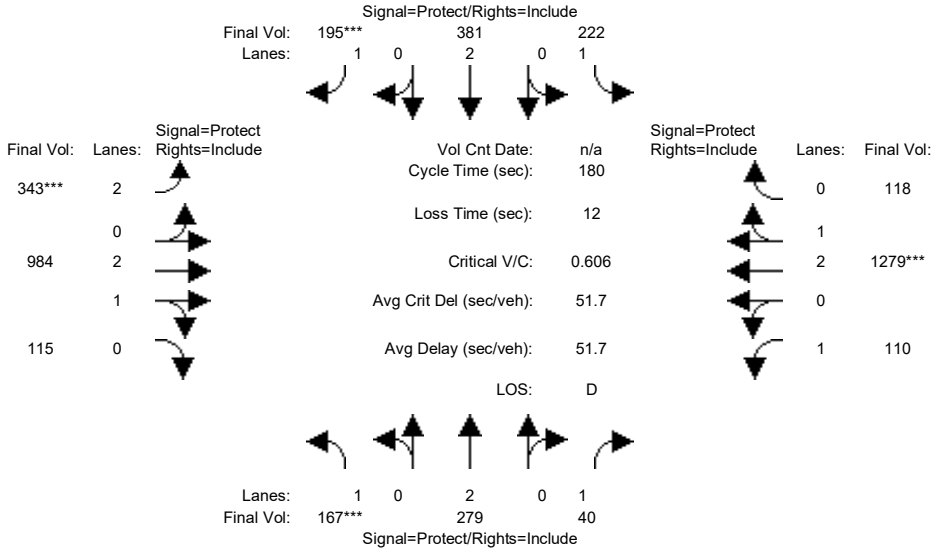
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	319	40	188	293	296	375	1303	111	119	1211	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	319	40	188	293	296	375	1303	111	119	1211	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	319	40	188	293	296	375	1303	111	119	1211	130
User 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
PHF 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
PHF Volume:	175	319	40	188	293	296	375	1303	111	119	1211	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	319	40	188	293	296	375	1303	111	119	1211	130
PCE 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
MLF 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
FinalVolume:	175	319	40	188	293	296	375	1303	111	119	1211	130
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.70	0.30
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5160	440	1750	5056	543
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.02	0.11	0.08	0.17	0.12	0.25	0.25	0.07	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	26.4	31.2	31.2	40.0	44.7	44.7	31.5	74.7	74.7	20.1	63.3	63.3
Volume/Cap:	0.67	0.48	0.13	0.48	0.31	0.67	0.67	0.60	0.60	0.60	0.67	0.67
Delay/Veh:	78.5	66.6	62.1	60.9	54.2	64.1	71.7	40.5	40.5	80.2	49.5	49.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	66.6	62.1	60.9	54.2	64.1	71.7	40.5	40.5	80.2	49.5	49.5
LOS by Move:	E	E	E	E	D	E	E	D	D	F	D	D
HCM2kAvgQ:	11	8	2	10	6	16	11	19	19	7	20	20

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



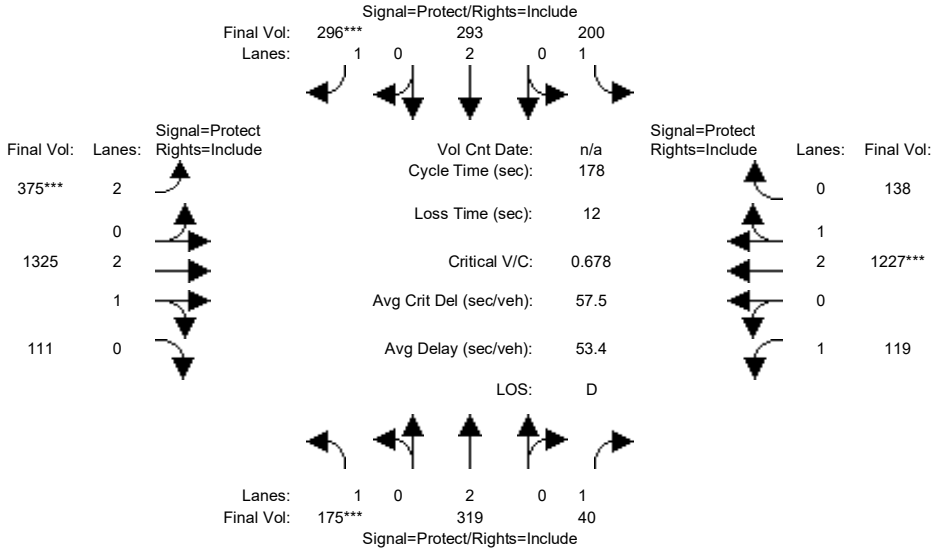
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	167	279	40	217	381	195	343	975	115	110	1256	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	279	40	217	381	195	343	975	115	110	1256	105
Added Vol:	0	0	0	5	0	0	0	9	0	0	23	13
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	167	279	40	222	381	195	343	984	115	110	1279	118
User 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
PHF 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
PHF Volume:	167	279	40	222	381	195	343	984	115	110	1279	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	279	40	222	381	195	343	984	115	110	1279	118
PCE 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
MLF 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
FinalVolume:	167	279	40	222	381	195	343	984	115	110	1279	118
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.67	0.33	1.00	2.74	0.26
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5013	586	1750	5126	473
Capacity Analysis Module:												
Vol/Sat:	0.10	0.07	0.02	0.13	0.10	0.11	0.11	0.20	0.20	0.06	0.25	0.25
Crit Moves:	****					****	****				****	
Green Time:	28.4	22.5	22.5	38.9	33.1	33.1	32.4	80.7	80.7	25.8	74.2	74.2
Volume/Cap:	0.61	0.59	0.18	0.59	0.54	0.61	0.61	0.44	0.44	0.44	0.61	0.61
Delay/Veh:	74.4	76.2	70.9	65.7	67.5	70.7	69.8	34.2	34.2	71.7	41.9	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	76.2	70.9	65.7	67.5	70.7	69.8	34.2	34.2	71.7	41.9	41.9
LOS by Move:	E	E	E	E	E	E	E	C	C	E	D	D
HCM2kAvgQ:	10	8	2	12	10	11	10	13	13	6	20	20

Note: Queue reported is the number of cars per lane.

749 W El Camino Real
Mountain View, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1004: El Camino Real and Shoreline Boulevard/Miramonte Avenue



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	175	319	40	188	293	296	375	1303	111	119	1211	130
Growth 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
Initial Bse:	175	319	40	188	293	296	375	1303	111	119	1211	130
Added Vol:	0	0	0	12	0	0	0	22	0	0	16	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	319	40	200	293	296	375	1325	111	119	1227	138
User 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
PHF 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
PHF Volume:	175	319	40	200	293	296	375	1325	111	119	1227	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	319	40	200	293	296	375	1325	111	119	1227	138
PCE 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
MLF 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
FinalVolume:	175	319	40	200	293	296	375	1325	111	119	1227	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.99	0.95	0.92	0.99	0.95
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	2.76	0.24	1.00	2.69	0.31
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5167	433	1750	5033	566
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.02	0.11	0.08	0.17	0.12	0.26	0.26	0.07	0.24	0.24
Crit Moves:	****					****	****				****	
Green Time:	26.3	29.9	29.9	40.8	44.4	44.4	31.3	75.3	75.3	20.0	64.0	64.0
Volume/Cap:	0.68	0.50	0.14	0.50	0.31	0.68	0.68	0.61	0.61	0.61	0.68	0.68
Delay/Veh:	78.9	67.8	63.2	60.7	54.5	64.6	72.0	40.3	40.3	80.6	49.2	49.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	67.8	63.2	60.7	54.5	64.6	72.0	40.3	40.3	80.6	49.2	49.2
LOS by Move:	E	E	E	E	D	E	E	D	D	F	D	D
HCM2kAvgQ:	11	8	2	10	6	16	11	20	20	7	21	21

Note: Queue reported is the number of cars per lane.

Appendix C

Volume Summary

Intersection Number: 1
Traffix Node Number: 1002
Intersection Name: El Monte Ave and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1100	445	366	0	303	0	856	4	*3074*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	2	1	1	0	0	0	3	0	*7*
590 Castro Street (MV)	0	0	0	0	3	0	0	0	0	0	15	0	*18*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	2	2	0	0	0	0	1	0	*5*
Total Approved Trips	*0*	*0*	*0*	*0*	*7*	*3*	*1*	*0*	*0*	*0*	*19*	*0*	*30*
Background Conditions	0	0	0	0	1107	448	367	0	303	0	875	4	*3104*
Proposed Project Trips	*0*	*0*	*0*	*0*	*15*	*8*	*2*	*0*	*0*	*0*	*7*	*0*	*32*
Background + Project Conditions	0	0	0	0	1122	456	369	0	303	0	882	4	*3136*
													0
Cumulative Growth	*0*	*0*	*0*	*0*	*114*	*46*	*38*	*0*	*32*	*0*	*89*	*0*	*319*
Cumulative No Project Conditions	0	0	0	0	1221	494	405	0	335	0	964	4	*3423*
Cumualtive + Project Conditions	0	0	0	0	1236	502	407	0	335	0	971	4	*3455*
													0

Intersection Number: 2
Traffix Node Number: 1004
Intersection Name: Shoreline Blvd and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	*Total*
Existing Conditions	175	345	195	93	1132	98	34	253	150	103	873	301	*3752*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	2	2	3	2	2	0	0	0	4	0	*15*
590 Castro Street (MV)	1	0	0	0	2	0	0	0	0	0	7	8	*18*
1313 and 1347 West El Camino Real (MV)	1	0	0	0	1	0	0	0	1	1	0	3	*7*
Total Approved Trips	*2*	*0*	*2*	*2*	*6*	*2*	*2*	*0*	*1*	*1*	*11*	*11*	*40*
Background Conditions	177	345	197	95	1138	100	36	253	151	104	884	312	*3792*
Proposed Project Trips	*0*	*0*	*5*	*13*	*23*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*50*
Background + Project Conditions	177	345	202	108	1161	100	36	253	151	104	893	312	*3842*
													0
Cumulative Growth	*18*	*36*	*20*	*10*	*118*	*10*	*4*	*26*	*16*	*11*	*91*	*31*	*391*
Cumulative No Project Conditions	195	381	217	105	1256	110	40	279	167	115	975	343	*4183*
Cumualtive + Project Conditions	195	381	222	118	1279	110	40	279	167	115	984	343	*4233*
													0

Intersection Number: 3
Traffix Node Number: 1001
Intersection Name: Castro St and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements: Southbound Approach RT	TH	LT	Westbound Approach RT	TH	LT	Northbound Approach RT	TH	LT	Eastbound Approach RT	TH	LT	*Total*
Existing Conditions	41	70	116	192	1175	141	227	108	106	35	1002	67	*3280*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	0	7	5	0	5	0	0	0	*17*
590 Castro Street (MV)	2	2	4	20	0	0	0	8	0	0	0	7	*43*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	1	0	0	0	0	0	0	0	*1*
Total Approved Trips	*2*	*2*	*4*	*20*	*1*	*7*	*5*	*8*	*5*	*0*	*0*	*7*	*61*
Background Conditions	43	72	120	212	1176	148	232	116	111	35	1002	74	*3341*
Proposed Project Trips	*0*	*1*	*0*	*1*	*8*	*16*	*4*	*4*	*28*	*10*	*4*	*0*	*76*
Background + Project Conditions	43	73	120	213	1184	164	236	120	139	45	1006	74	*3417*
													0
Cumulative Growth	*4*	*7*	*12*	*20*	*122*	*15*	*24*	*11*	*11*	*4*	*104*	*7*	*341*
Cumulative No Project Conditions	47	79	132	232	1298	163	256	127	122	39	1106	81	*3682*
Cumualtive + Project Conditions	47	80	132	233	1306	179	260	131	150	49	1110	81	*3758*
													0

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Calderon Ave and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	71	115	99	72	1388	156	173	95	82	93	1235	78	*3657*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	7	0	0	0	0	0	5	0	*12*
590 Castro Street (MV)	0	0	0	0	20	0	0	0	0	0	4	0	*24*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	1	0	0	0	0	0	4	0	*5*
Total Approved Trips	*0*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*0*	*13*	*0*	*41*
Background Conditions	71	115	99	72	1416	156	173	95	82	93	1248	78	*3698*
Proposed Project Trips	*1*	*0*	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*43*	*1*	*60*
Background + Project Conditions	72	115	99	72	1431	156	173	95	82	93	1291	79	*3758*
													0
Cumulative Growth	*7*	*12*	*10*	*7*	*144*	*16*	*18*	*10*	*9*	*10*	*129*	*8*	*380*
Cumulative No Project Conditions	78	127	109	79	1560	172	191	105	91	103	1377	86	*4078*
Cumualtive + Project Conditions	79	127	109	79	1575	172	191	105	91	103	1420	87	*4138*
													0

Intersection Number: 5
Traffix Node Number: 1003
Intersection Name: SR 237 and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	669	795	157	29	810	313	306	1022	84	36	935	644	*5800*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	3	0	0	0	4	0	0	0	0	0	3	2	*12*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	1	0	0	0	0	0	3	1	*5*
Total Approved Trips	*3*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*6*	*3*	*17*
Background Conditions	672	795	157	29	815	313	306	1022	84	36	941	647	*5817*
Proposed Project Trips	*6*	*0*	*0*	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*23*	*21*	*59*
Background + Project Conditions	678	795	157	29	824	313	306	1022	84	36	964	668	*5876*
													0
Cumulative Growth	*70*	*83*	*16*	*3*	*84*	*33*	*32*	*106*	*9*	*4*	*97*	*67*	*604*
Cumulative No Project Conditions	742	878	173	32	899	346	338	1128	93	40	1038	714	*6421*
Cumualtive + Project Conditions	748	878	173	32	908	346	338	1128	93	40	1061	735	*6480*
													0

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Castro St and Victor Way
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	242	12	13	0	6	5	404	0	2	3	16	*703*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	10	0	0	0	0	0	0	0	0	0	*10*
590 Castro Street (MV)	0	2	0	0	0	0	0	8	0	0	0	0	*10*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*2*	*10*	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*20*
Background Conditions	0	244	22	13	0	6	5	412	0	2	3	16	*723*
Proposed Project Trips	*0*	*-4*	*16*	*41*	*0*	*10*	*10*	*-5*	*0*	*0*	*0*	*0*	*68*
Background + Project Conditions	0	240	38	54	0	16	15	407	0	2	3	16	*791*
													0
Cumulative Growth	*0*	*25*	*1*	*1*	*0*	*1*	*1*	*42*	*0*	*0*	*0*	*2*	*73*
Cumulative No Project Conditions	0	269	23	14	0	7	6	454	0	2	3	18	*796*
Cumualtive + Project Conditions	0	265	39	55	0	17	16	449	0	2	3	18	*864*
													0

Intersection Number: 7
Traffix Node Number: 8
Intersection Name: Lane Ave and El Camino Real
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1469	0	71	0	0	35	1455	0	*3030*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	7	0	0	0	0	0	5	0	*12*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	1	0	0	0	0	0	4	0	*5*
Total Approved Trips	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*9*	*0*	*17*
Background Conditions	0	0	0	0	1477	0	71	0	0	35	1464	0	*3047*
Proposed Project Trips	*0*	*0*	*0*	*0*	*26*	*0*	*50*	*0*	*0*	*19*	*3*	*0*	*98*
Background + Project Conditions	0	0	0	0	1503	0	121	0	0	54	1467	0	*3145*
													0
Cumulative Growth	*0*	*0*	*0*	*0*	*153*	*0*	*7*	*0*	*0*	*4*	*151*	*0*	*315*
Cumulative No Project Conditions	0	0	0	0	1630	0	78	0	0	39	1615	0	*3362*
Cumualtive + Project Conditions	0	0	0	0	1656	0	128	0	0	58	1618	0	*3460*
													0

Intersection Number: 8
Traffix Node Number: 7
Intersection Name: Lane Ave and Victor Way
Peak Hour: AM
Count Date: 11/16/22

Date of Analysis: 04/18/23
Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	12	90	0	0	0	0	0	65	2	0	0	17	*186*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	12	90	0	0	0	0	0	65	2	0	0	17	*186*
Proposed Project Trips	*32*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*4*	*36*
Background + Project Conditions	44	90	0	0	0	0	0	65	2	0	0	21	*222*
													0
Cumulative Growth	*1*	*9*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*2*	*19*
Cumulative No Project Conditions	13	99	0	0	0	0	0	72	2	0	0	19	*205*
Cumualtive + Project Conditions	45	99	0	0	0	0	0	72	2	0	0	23	*241*
													0

Intersection Number: 1
Traffix Node Number: 1002
Intersection Name: El Monte Ave and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1099	507	232	0	294	0	1332	9	*3473*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	6	1	1	0	0	0	5	0	*13*
590 Castro Street (MV)	0	0	0	0	14	0	0	0	0	0	5	0	*19*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	2	7	1	0	0	0	2	0	*12*
Total Approved Trips	*0*	*0*	*0*	*0*	*22*	*8*	*2*	*0*	*0*	*0*	*12*	*0*	*44*
Background Conditions	0	0	0	0	1121	515	234	0	294	0	1344	9	*3517*
Proposed Project Trips	*0*	*0*	*0*	*0*	*12*	*4*	*6*	*0*	*0*	*0*	*15*	*0*	*37*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	0	0	0	1133	519	240	0	294	0	1359	9	*3554*
													0
Cumulative Growth	*0*	*0*	*0*	*0*	*114*	*53*	*24*	*0*	*31*	*0*	*139*	*1*	*362*
Cumulative No Project Conditions	0	0	0	0	1235	568	258	0	325	0	1483	10	*3879*
Cumualtive + Project Conditions	0	0	0	0	1247	572	264	0	325	0	1498	10	*3916*
													0

Intersection Number: 2
Traffix Node Number: 1004
Intersection Name: Shoreline Blvd and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	260	265	167	114	1080	104	33	289	157	100	1173	334	*4076*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	4	4	7	4	4	0	0	0	6	0	*29*
590 Castro Street (MV)	7	0	0	0	7	0	0	0	0	0	2	3	*19*
1313 and 1347 West El Camino Real (MV)	2	0	0	0	5	0	0	0	2	1	0	3	*13*
Total Approved Trips	*9*	*0*	*4*	*4*	*19*	*4*	*4*	*0*	*2*	*1*	*8*	*6*	*61*
Background Conditions	269	265	171	118	1099	108	37	289	159	101	1181	340	*4137*
Proposed Project Trips	*0*	*0*	*12*	*8*	*16*	*0*	*0*	*0*	*0*	*0*	*22*	*0*	*58*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	269	265	183	126	1115	108	37	289	159	101	1203	340	*4195*
													0
Cumulative Growth	*27*	*28*	*17*	*12*	*112*	*11*	*3*	*30*	*16*	*10*	*122*	*35*	*423*
Cumulative No Project Conditions	296	293	188	130	1211	119	40	319	175	111	1303	375	*4560*
Cumualtive + Project Conditions	296	293	200	138	1227	119	40	319	175	111	1325	375	*4618*
													0

Intersection Number: 3
Traffix Node Number: 1001
Intersection Name: Castro St and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	77	93	224	134	1211	196	124	89	64	48	1307	102	*3669*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	0	11	12	0	11	0	0	0	*34*
590 Castro Street (MV)	7	8	19	7	0	0	0	3	0	0	0	2	*46*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	5	0	0	0	0	0	0	0	*5*
Total Approved Trips	*7*	*8*	*19*	*7*	*5*	*11*	*12*	*3*	*11*	*0*	*0*	*2*	*85*
Background Conditions	84	101	243	141	1216	207	136	92	75	48	1307	104	*3754*
Proposed Project Trips	*0*	*3*	*2*	*1*	*4*	*40*	*10*	*3*	*20*	*21*	*13*	*0*	*117*
Passby Trips	*0*	*0*	*0*	*0*	*-5*	*5*	*0*	*0*	*5*	*0*	*0*	*0*	*5*
Background + Project Conditions	84	104	245	142	1215	252	146	95	100	69	1320	104	*3876*
													0
Cumulative Growth	*8*	*10*	*23*	*14*	*126*	*20*	*13*	*9*	*7*	*5*	*136*	*11*	*382*
Cumulative No Project Conditions	92	111	266	155	1342	227	149	101	82	53	1443	115	*4136*
Cumualtive + Project Conditions	92	114	268	156	1341	272	159	104	107	74	1456	115	*4258*
													0

Intersection Number: 4
Traffix Node Number: 4
Intersection Name: Calderon Ave and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	55	116	136	102	1346	201	137	129	151	87	1335	67	*3862*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	11	0	0	0	0	0	12	0	*23*
590 Castro Street (MV)	0	0	0	0	7	0	0	0	0	0	19	0	*26*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	5	0	0	0	0	0	4	0	*9*
Total Approved Trips	*0*	*0*	*0*	*0*	*23*	*0*	*0*	*0*	*0*	*0*	*35*	*0*	*58*
Background Conditions	55	116	136	102	1369	201	137	129	151	87	1370	67	*3920*
Proposed Project Trips	*2*	*0*	*0*	*0*	*38*	*0*	*0*	*0*	*0*	*0*	*26*	*2*	*68*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	57	116	136	102	1407	201	137	129	151	87	1396	69	*3988*
													0
Cumulative Growth	*6*	*12*	*14*	*11*	*140*	*21*	*14*	*13*	*16*	*9*	*139*	*7*	*402*
Cumulative No Project Conditions	61	128	150	113	1509	222	151	142	167	96	1509	74	*4322*
Cumualtive + Project Conditions	63	128	150	113	1547	222	151	142	167	96	1535	76	*4390*
													0

Intersection Number: 5
Traffix Node Number: 1003
Intersection Name: SR 237 and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	566	787	360	32	860	356	346	834	84	51	1156	595	*6027*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	4	0	0	0	7	0	0	0	0	0	8	4	*23*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	2	0	0	0	3	0	0	0	0	0	3	1	*9*
Total Approved Trips	*6*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*0*	*11*	*5*	*32*
Background Conditions	572	787	360	32	870	356	346	834	84	51	1167	600	*6059*
Proposed Project Trips	*16*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*0*	*0*	*16*	*10*	*64*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	588	787	360	32	892	356	346	834	84	51	1183	610	*6123*
													0
Cumulative Growth	*59*	*82*	*37*	*3*	*90*	*37*	*36*	*87*	*9*	*5*	*120*	*62*	*627*
Cumulative No Project Conditions	631	869	397	35	960	393	382	921	93	56	1287	662	*6686*
Cumualtive + Project Conditions	647	869	397	35	982	393	382	921	93	56	1303	672	*6750*
													0

Intersection Number: 6
Traffix Node Number: 6
Intersection Name: Castro St and Victor Way
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	17	217	46	23	0	2	6	231	2	2	0	4	*550*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	23	0	0	0	0	0	0	0	0	0	*23*
590 Castro Street (MV)	0	8	0	0	0	0	0	3	0	0	0	0	*11*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*8*	*23*	*0*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*34*
Background Conditions	17	225	69	23	0	2	6	234	2	2	0	4	*584*
Proposed Project Trips	*0*	*-12*	*33*	*51*	*0*	*19*	*19*	*-10*	*0*	*0*	*0*	*0*	*100*
Passby Trips	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*5*
Background + Project Conditions	17	213	102	79	0	21	25	224	2	2	0	4	*689*
													0
Cumulative Growth	*2*	*23*	*5*	*2*	*0*	*0*	*1*	*24*	*0*	*0*	*0*	*0*	*57*
Cumulative No Project Conditions	19	248	74	25	0	2	7	258	2	2	0	4	*641*
Cumualtive + Project Conditions	19	236	107	81	0	21	26	248	2	2	0	4	*746*
													0

Intersection Number: 7
Traffix Node Number: 8
Intersection Name: Lane Ave and El Camino Real
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	0	0	0	1461	0	85	0	0	34	1488	0	*3068*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	11	0	0	0	0	0	12	0	*23*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	5	0	0	0	0	0	4	0	*9*
Total Approved Trips	*0*	*0*	*0*	*0*	*16*	*0*	*0*	*0*	*0*	*0*	*16*	*0*	*32*
Background Conditions	0	0	0	0	1477	0	85	0	0	34	1504	0	*3100*
Proposed Project Trips	*0*	*0*	*0*	*0*	*45*	*0*	*25*	*0*	*0*	*52*	*8*	*0*	*130*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	0	0	0	0	1522	0	110	0	0	86	1512	0	*3230*
													0
Cumulative Growth	*0*	*0*	*0*	*0*	*152*	*0*	*9*	*0*	*0*	*4*	*155*	*0*	*320*
Cumulative No Project Conditions	0	0	0	0	1629	0	94	0	0	38	1659	0	*3420*
Cumualtive + Project Conditions	0	0	0	0	1674	0	119	0	0	90	1667	0	*3550*
													0

Intersection Number: 8
Traffix Node Number: 7
Intersection Name: Lane Ave and Victor Way
Peak Hour: PM
Count Date: 11/16/22

Date of Analysis: 04/18/23

Annual Growth Rate 2%
Number of Years 5

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	8	13	0	0	0	0	0	23	1	0	0	22	*67*
Approved Project Trips													
855 - 1023 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
590 Castro Street (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
1313 and 1347 West El Camino Real (MV)	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Approved Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background Conditions	8	13	0	0	0	0	0	23	1	0	0	22	*67*
Proposed Project Trips	*16*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*28*
Passby Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Background + Project Conditions	24	13	0	0	0	0	0	23	1	0	0	34	*95*
													0
Cumulative Growth	*1*	*1*	*0*	*0*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*2*	*6*
Cumulative No Project Conditions	9	14	0	0	0	0	0	25	1	0	0	24	*73*
Cumualtive + Project Conditions	25	14	0	0	0	0	0	25	1	0	0	36	*101*
													0

Appendix D

Signal and Stop Warrant Analyses

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TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: Castro St — Critical Approach Speed* (mph) 25
Minor Street: Victor Way — Critical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐ or
In built up area of isolated community of < 10,000 population…………………… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB			
Highest Minor Street Average Delay (sec/veh)	15.0	15.6	17.3	17.1	19.1			
Corresponding Minor Street Approach Volume (veh/hr)	19	19	70	21	72			
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.3	0.1	0.4			
Total Entering Volume (veh/hr)	703	723	793	796	864			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	Yes			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Castro St		X	663	683	702	752	769			
Minor Street - Highest Approach	Victor Way	X		21	21	70	23	72			
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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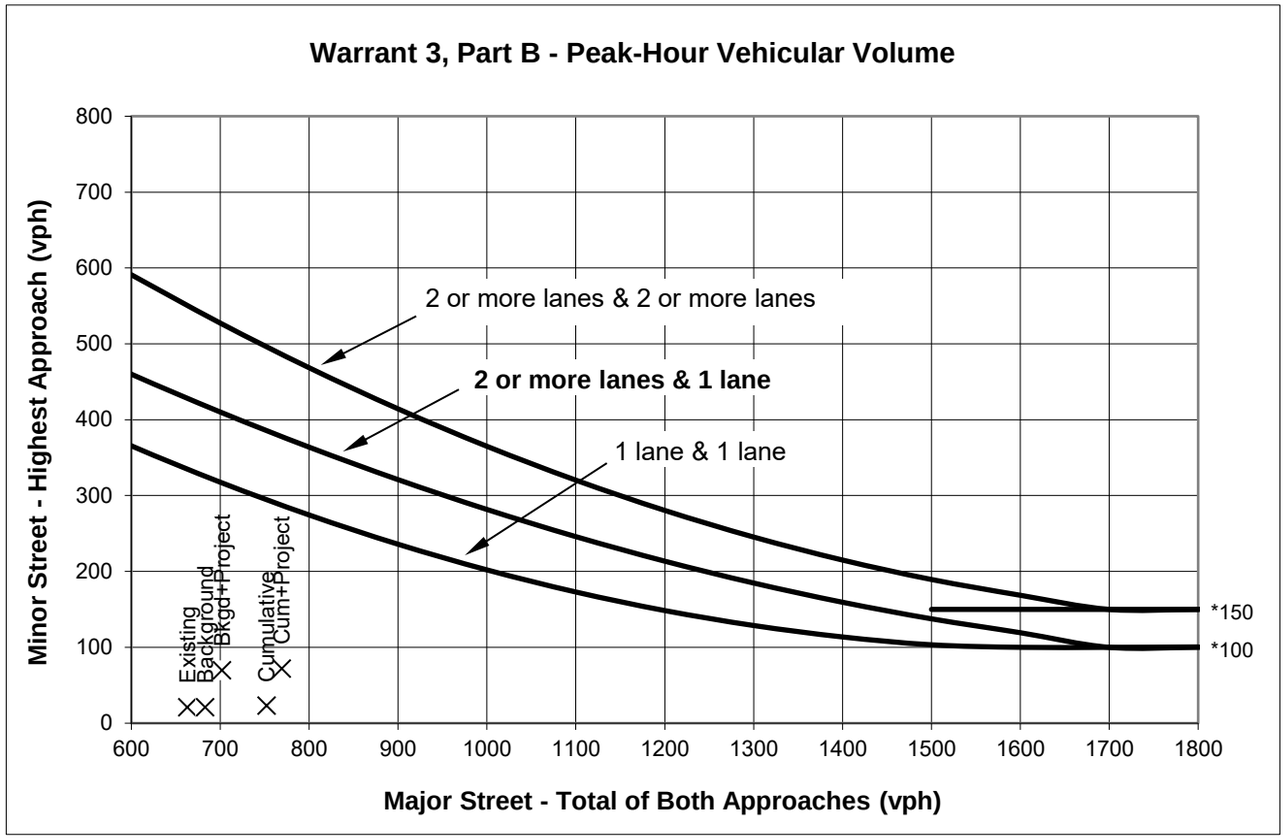
Castro St & Victor Way **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Castro St		X	663	683	702	752	769			
Minor Street - Highest Approach	Victor Way	X		21	21	70	23	72			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**	**No**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: Castro St — Critical Approach Speed* (mph) 25
Minor Street: Victor Way — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐ or
In built up area of isolated community of < 10,000 population……………………… ☐ } **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB			
Highest Minor Street Average Delay (sec/veh)	12.4	13.0	14.7	13.8	15.7			
Corresponding Minor Street Approach Volume (veh/hr)	25	25	100	27	102			
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.4	0.1	0.4			
Total Entering Volume (veh/hr)	550	584	692	641	746			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	Yes	No	Yes			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	No			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	PM PEAK HOUR: Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Castro St		X	519	553	586	608	638			
Minor Street - Highest Approach	Victor Way	X		25	25	100	27	102			
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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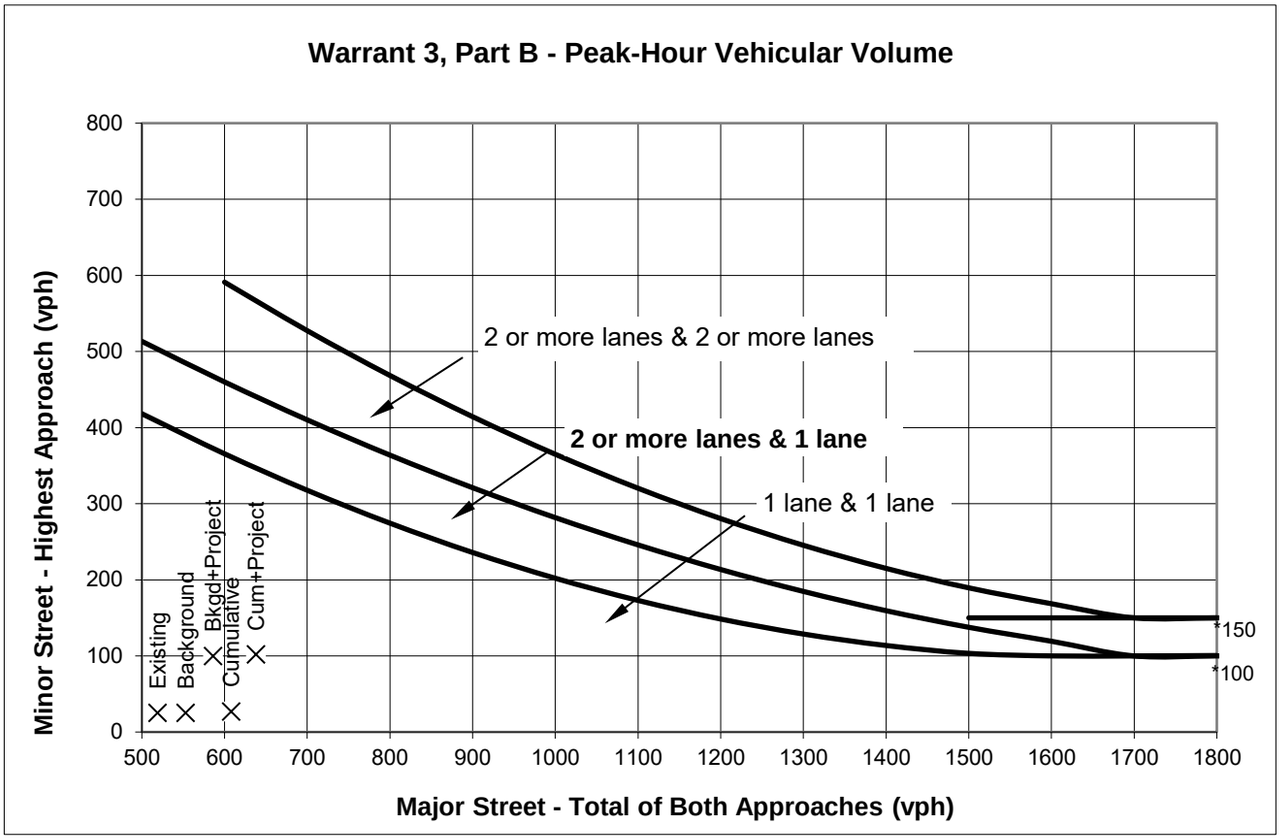
Castro St & Victor Way **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Castro St		X	519	553	586	608	638			
Minor Street - Highest Approach	Victor Way	X		25	25	100	27	102			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**	**No**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: El Camino Real — Critical Approach Speed* (mph) 35

Minor Street: Lane Ave — Critical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)........................ ☐ or
In built up area of isolated community of < 10,000 population...................... ☐ } Rural (R)

☑ Urban (U)

AM PEAK PERIOD

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB			
Highest Minor Street Average Delay (sec/veh)	13.0	13.1	14.3	14.0	15.5			
Corresponding Minor Street Approach Volume (veh/hr)	71	71	121	78	128			
Minor Street Total Delay (veh-hrs)	0.3	0.3	0.5	0.3	0.6			
Total Entering Volume (veh/hr)	3030	3047	3145	3362	3460			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes	No	Yes			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	El Camino Real		X	2959	2976	3024	3284	3332			
Minor Street - Highest Approach	Lane Ave	X		71	71	121	78	128			
Signal Warranted based on Part B?				**No**	**No**	**Yes**	**No**	**Yes**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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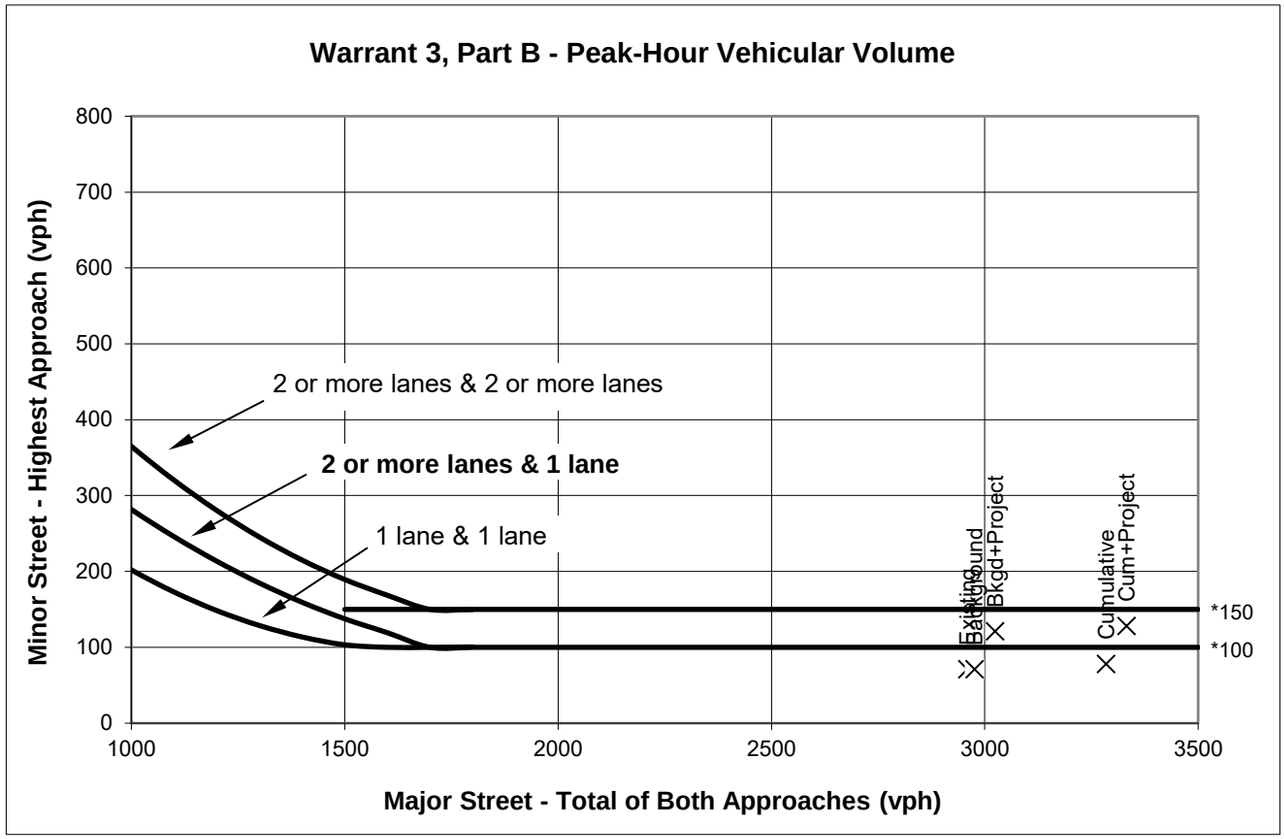
El Camino Real & Lane Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	El Camino Real		X	2959	2976	3024	3284	3332			
Minor Street - Highest Approach	Lane Ave	X		71	71	121	78	128			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**Yes**	**No**	**Yes**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: El Camino Real — Critical Approach Speed* (mph) 35

Minor Street: Lane Ave — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)………..….........…….. ☐ or
In built up area of isolated community of < 10,000 population……..………….….. ☐ } **Rural (R)**

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR							
	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	NB	NB	NB	NB	NB			
Highest Minor Street Average Delay (sec/veh)	13.4	13.5	14.6	14.6	15.9			
Corresponding Minor Street Approach Volume (veh/hr)	85	85	110	94	119			
Minor Street Total Delay (veh-hrs)	0.3	0.3	0.4	0.4	0.5			
Total Entering Volume (veh/hr)	3068	3100	3230	3420	3550			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	Yes	No	Yes			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	PM PEAK HOUR: Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	El Camino Real		X	2983	3015	3120	3326	3431			
Minor Street - Highest Approach	Lane Ave	X		85	85	110	94	119			
Signal Warranted based on Part B?				**No**	**No**	**Yes**	**No**	**Yes**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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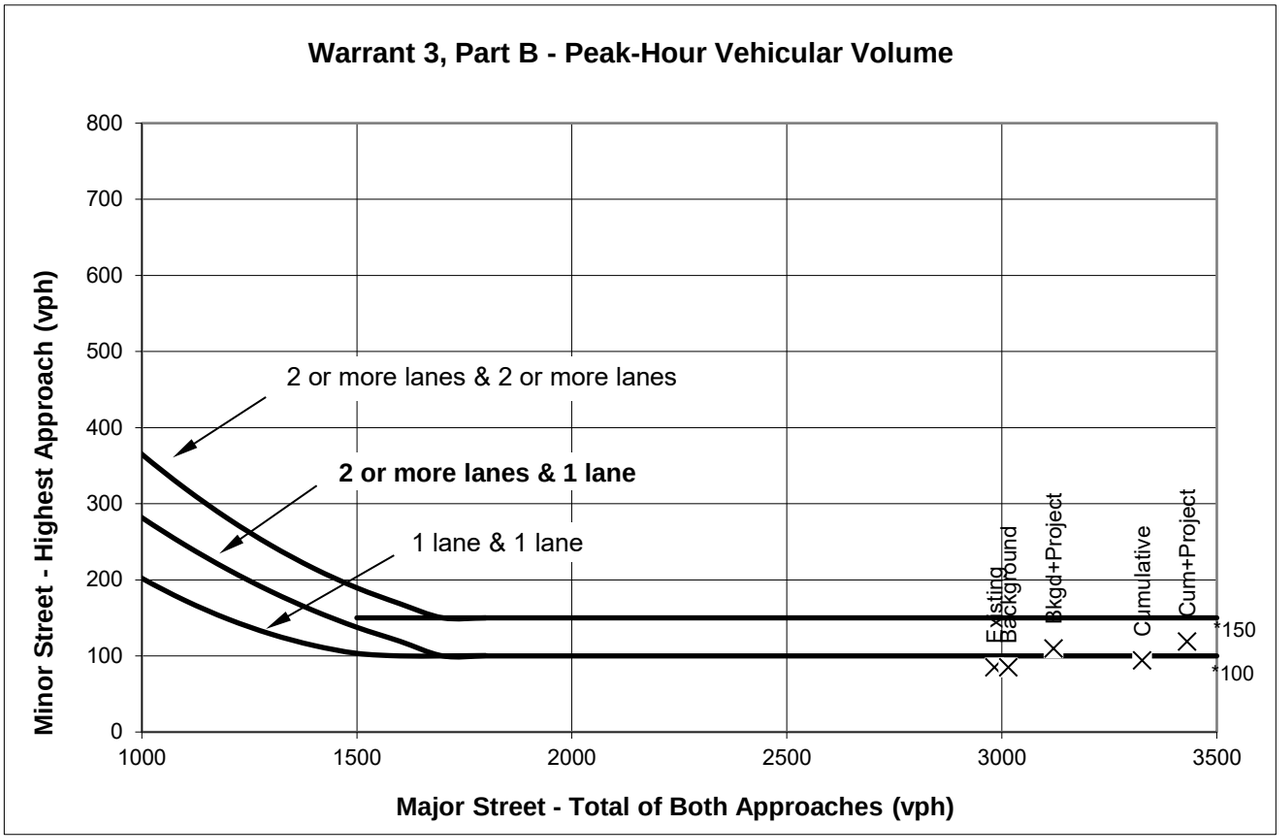
El Camino Real & Lane Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	El Camino Real		X	2983	3015	3120	3326	3431			
Minor Street - Highest Approach	Lane Ave	X		85	85	110	94	119			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**Yes**	**No**	**Yes**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

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TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: Victor Way Critical Approach Speed* (mph) 25
Minor Street: Lane Ave Critical Approach Speed* (mph) 25

*Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)……………………… ☐ or
In built up area of isolated community of < 10,000 population………………… ☐ } **Rural (R)**

☑ **Urban (U)**

AM PEAK PERIOD

Warrant 3 - Peak Hour
The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A
(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD							
	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB			
Highest Minor Street Average Delay (sec/veh)	9.4	9.4	9.5	9.5	9.7			
Corresponding Minor Street Approach Volume (veh/hr)	17	17	21	19	23			
Minor Street Total Delay (veh-hrs)	0.0	0.0	0.1	0.1	0.1			
Total Entering Volume (veh/hr)	186	186	222	205	241			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	No			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	AM PEAK PERIOD: Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Victor Way	X		169	169	201	186	218			
Minor Street - Highest Approach	Lane Ave	X		17	17	21	19	23			
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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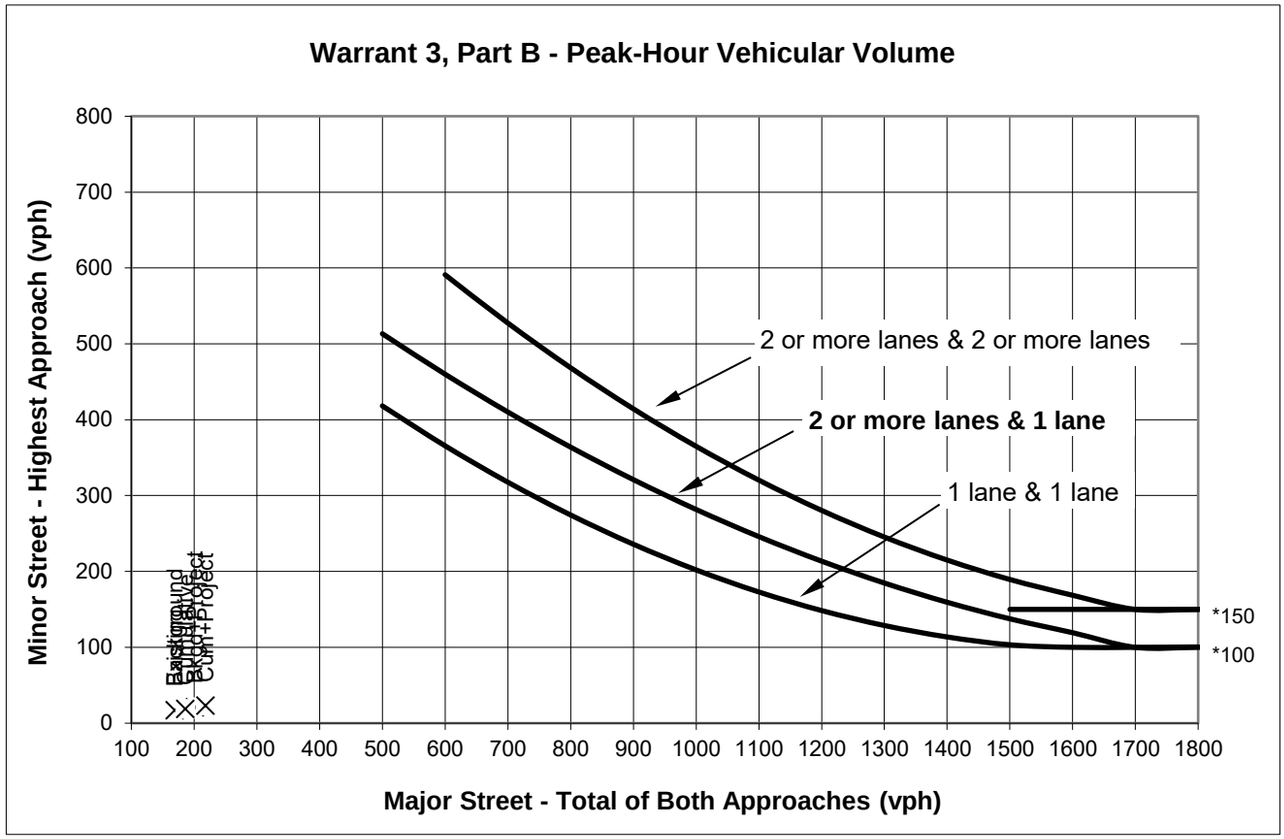
Victor Way & Lane Ave **AM PEAK PERIOD**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Victor Way	X		169	169	201	186	218			
Minor Street - Highest Approach	Lane Ave	X		17	17	21	19	23			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**	**No**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

0

TRAFFIC SIGNAL WARRANTS WORKSHEET

Analyst: JL date: 4/17/23

Major Street: Victor Way — Critical Approach Speed* (mph) 25
Minor Street: Lane Ave — Critical Approach Speed* (mph) 25

**Posted Speed.*

Critical speed of major street traffic > 50 mph (64 km/h)…………………………… ☐
or — **Rural (R)**
In built up area of isolated community of < 10,000 population…………………… ☐

☑ **Urban (U)**

PM PEAK HOUR

Warrant 3 - Peak Hour

The need for a traffic control signal should be considered if an engineering study finds that the criteria in either of the following two categories (Parts A and B) are met:

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Minor Street Approach Direction w/ Highest Delay	EB	EB	EB	EB	EB			
Highest Minor Street Average Delay (sec/veh)	8.8	8.8	8.9	8.8	8.9			
Corresponding Minor Street Approach Volume (veh/hr)	22	22	34	24	36			
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.1	0.1			
Total Entering Volume (veh/hr)	67	67	95	73	101			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; AND	No	No	No	No	No			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; AND	No	No	No	No	No			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	No			
Signal Warranted based on Part A?	**No**	**No**	**No**	**No**	**No**			

PART B

		Approach Lanes: One	Approach Lanes: 2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Victor Way	X		45	45	61	49	65			
Minor Street - Highest Approach	Lane Ave	X		22	22	34	24	36			
Signal Warranted based on Part B?				**No**	**No**	**No**	**No**	**No**			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California).

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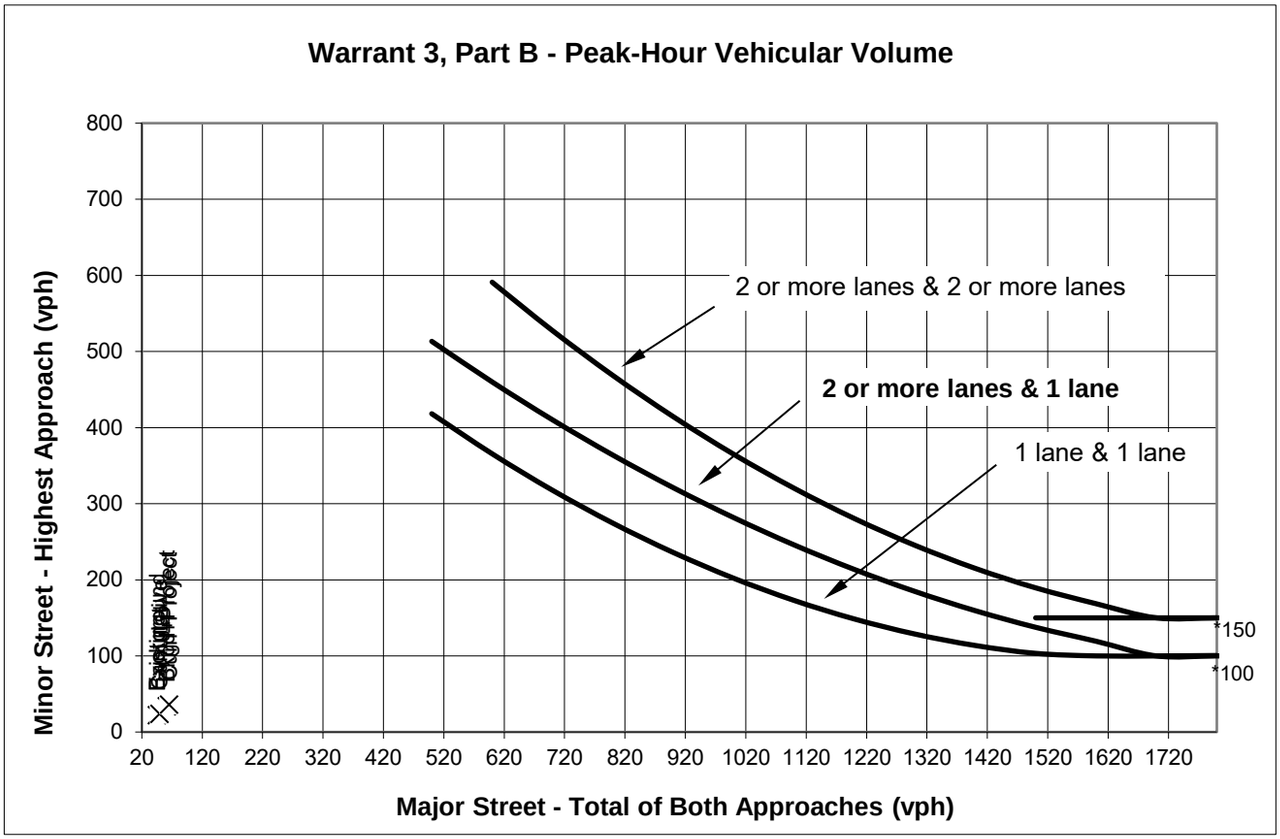
Victor Way & Lane Ave **PM PEAK HOUR**



Source: Figure 4C-3 *California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2009 Edition, as amended for use in California)* .

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR							
		One	2 or More	Existing	Background	Bkgd+Project	Cumulative	Cum+Project			
Major Street - Both Approaches	Victor Way	X		45	45	61	49	65			
Minor Street - Highest Approach	Lane Ave	X		22	22	34	24	36			
Signal Warranted Based on Part B - Peak-Hour Volumes?				**No**	**No**	**No**	**No**	**No**			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

FOUR WAY STOP SIGN WARRANT
FOR
LANE AVENUE AND VICTOR WAY (Existing Condition)

I. VOLUME WARRANT

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 vph** on MINOR STREET for the *same 8 hrs*.
OR
Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 pedestrians per hour** at the intersection for the *same 8 hrs*.

*If intersection is located in residential area, then decrease above volumes by 40%

Time [hr]	7	8	13	14	15	16	17	18
Major Street	65	132	41	47	103	45	36	28
Minor Street	16	16	17	22	18	22	21	29
Total	81	148	58	69	121	67	57	57
Meet Warrant?	No	No	No	No	No	No	No	No
Pedestrian Counts[1]	13	17	N/A	N/A	N/A	12	8	2
Meet Ped. Warrant?	No	No	No	No	No	No	No	No

1. Pedestrian flows for the intersection are fewer than 100 pedestrians per hour during the peak hours. Thus, pedestrian flows are expected to be fewer than 100 pedestrians per hour during remaining off-peak hours for the highest 8 hours.

WARRANT MET? No. The total approach volumes for the highest 8 hours are less than 300 vph, and the minor street approach volumes and total intersection pedestrian volumes are fewer than 100 units per hour. (The intersection does not qualify as a residential area.)

II. ACCIDENT WARRANT:

3 or more reported accidents in *last one (1) year*
Number of actual correctable accidents in the last year: 0 (1/01/2022 - 12/31/2022)

WARRANT MET? No

III. LINE OF SIGHT WARRANT:

150 feet or less on one or more approaches of the MAJOR STREET
Actual field conditions: On-street parking is permitted on Lane Avenue and Victor Way. Vehicles legally parked on the street do not restrict the line-of-sight distance for approaching vehicles on Victor Way. Vehicles on Victor Way would have at least 150 feet looking both ways on Lane Avenue.

WARRANT MET? No

An intersection qualifies as a residential one, if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC.
- Neither street has more than one travel lane in each direction.
- No existing stop sign or traffic signal within 500' along the major street. A stop sign exists along Lane Street, 325 feet north of the intersection at El Camino Real.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

CONCLUSION: The intersection does not meet any warrant.

Date: May 3, 2023 Study done by: Hexagon Transportation Consultants

FOUR WAY STOP SIGN WARRANT
FOR
LANE AVENUE AND VICTOR WAY (Background Condition)

I. VOLUME WARRANT

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 vph** on MINOR STREET for the *same 8 hrs*.
OR
Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 pedestrians per hour** at the intersection for the *same 8 hrs*.

*If intersection is located in residential area, then decrease above volumes by 40%

Time [hr]	7	8	13	14	15	16	17	18
Major Street	65	132	41	47	103	45	36	28
Minor Street	16	16	17	22	18	22	21	29
Total	81	148	58	69	121	67	57	57
Meet Warrant?	No	No	No	No	No	No	No	No
Pedestrian Counts[1]	13	17	N/A	N/A	N/A	12	8	2
Meet Ped. Warrant?	No	No	No	No	No	No	No	No

1. Pedestrian flows for the intersection are fewer than 100 pedestrians per hour during the peak hours. Thus, pedestrian flows are expected to be fewer than 100 pedestrians per hour during remaining off-peak hours for the highest 8 hours.

WARRANT MET? No. The total approach volumes for the highest 8 hours are less than 300 vph, and the minor street approach volumes and total intersection pedestrian volumes are fewer than 100 units per hour. (The intersection does not qualify as a residential area.)

II. ACCIDENT WARRANT:

3 or more reported accidents in *last one (1) year*
Number of actual correctable accidents in the last year: 0 (1/01/2022 - 12/31/2022)

WARRANT MET? No

III. LINE OF SIGHT WARRANT:

150 feet or less on one or more approaches of the MAJOR STREET
Actual field conditions: On-street parking is permitted on Lane Avenue and Victor Way. Vehicles legally parked on the street do not restrict the line-of-sight distance for approaching vehicles on Victor Way. Vehicles on Victor Way would have at least 150 feet looking both ways on Lane Avenue.

WARRANT MET? No

An intersection qualifies as a residential one, if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC.
- Neither street has more than one travel lane in each direction.
- No existing stop sign or traffic signal within 500′ along the major street. A stop sign exists along Lane Street, 325 feet north of the intersection at El Camino Real.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

CONCLUSION: The intersection does not meet any warrant.

Date: May 3, 2023 Study done by: Hexagon Transportation Consultants

FOUR WAY STOP SIGN WARRANT
FOR
LANE AVENUE AND VICTOR WAY (Background+Project Condition)

I. VOLUME WARRANT

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 vph** on MINOR STREET for the *same 8 hrs*.
OR
Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 pedestrians per hour** at the intersection for the *same 8 hrs*.

*If intersection is located in residential area, then decrease above volumes by 40%

Time [hr]	7	8	13	14	15	16	17	18
Major Street	86	164	51	57	113	61	46	37
Minor Street	21	20	23	30	24	29	29	41
Total	107	184	74	87	137	90	75	78
Meet Warrant?	No	No	No	No	No	No	No	No
Pedestrian Counts[1]	13	17	N/A	N/A	N/A	12	8	2
Meet Ped. Warrant?	No	No	No	No	No	No	No	No

1. Pedestrian flows for the intersection are fewer than 100 pedestrians per hour during the peak hours. Thus, pedestrian flows are expected to be fewer than 100 pedestrians per hour during remaining off-peak hours for the highest 8 hours.

WARRANT MET? No. The total approach volumes for the highest 8 hours are less than 300 vph except for two hours, and the minor street approach volumes and total intersection pedestrian volumes are fewer than 100 units per hour. (The intersection does not qualify as a residential area.)

II. ACCIDENT WARRANT:

3 or more reported accidents in *last one (1) year*
Number of actual correctable accidents in the last year: 0 (1/01/2022 - 12/31/2022)

WARRANT MET? No

III. LINE OF SIGHT WARRANT:

150 feet or less on one or more approaches of the MAJOR STREET
Actual field conditions: On-street parking is permitted on Lane Avenue and Victor Way. Vehicles legally parked on the street do not restrict the line-of-sight distance for approaching vehicles on Victor Way. Vehicles on Victor Way would have at least 150 feet looking both ways on Lane Avenue.

WARRANT MET? No

An intersection qualifies as a residential one, if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC.
- Neither street has more than one travel lane in each direction.
- No existing stop sign or traffic signal within 500' along the major street. A stop sign exists along Lane Street, 325 feet north of the intersection at El Camino Real.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

CONCLUSION: The intersection does not meet any warrant.

Date: May 3, 2023 Study done by: Hexagon Transportation Consultants

FOUR WAY STOP SIGN WARRANT
FOR
LANE AVENUE AND VICTOR WAY (Cumulative Condition)

I. VOLUME WARRANT

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 vph** on MINOR STREET for the *same 8 hrs*.
OR
Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 pedestrians per hour** at the intersection for the *same 8 hrs*.

*If intersection is located in residential area, then decrease above volumes by 40%

Time [hr]	7	8	1113	14	15	16	17	18
Major Street	72	145	45	52	114	49	39	31
Minor Street	18	18	19	24	20	24	23	32
Total	90	163	64	76	134	73	62	63
Meet Warrant?	No	No	No	No	No	No	No	No
Pedestrian Counts[1]	13	17	N/A	N/A	N/A	12	8	2
Meet Ped. Warrant?	No	No	No	No	No	No	No	No

1. Pedestrian flows for the intersection are fewer than 100 pedestrians per hour during the peak hours. Thus, pedestrian flows are expected to be fewer than 100 pedestrians per hour during remaining off-peak hours for the highest 8 hours.

WARRANT MET? No. The total approach volumes for the highest 8 hours are less than 300 vph, and the minor street approach volumes and total intersection pedestrian volumes are fewer than 100 units per hour. (The intersection does not qualify as a residential area.)

II. ACCIDENT WARRANT:

3 or more reported accidents in *last one (1) year*
Number of actual correctable accidents in the last year: 0 (1/01/2022 - 12/31/2022)

WARRANT MET? No

III. LINE OF SIGHT WARRANT:

150 feet or less on one or more approaches of the MAJOR STREET
Actual field conditions: On-street parking is permitted on Lane Avenue and Victor Way. Vehicles legally parked on the street do not restrict the line-of-sight distance for approaching vehicles on Victor Way. Vehicles on Victor Way would have at least 150 feet looking both ways on Lane Avenue.

WARRANT MET? No

An intersection qualifies as a residential one, if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC.
- Neither street has more than one travel lane in each direction.
- No existing stop sign or traffic signal within 500' along the major street. A stop sign exists along Lane Street, 325 feet north of the intersection at El Camino Real.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

CONCLUSION: The intersection does not meet any warrant.

Date: May 3, 2023 Study done by: Hexagon Transportation Consultants

FOUR WAY STOP SIGN WARRANT

FOR

LANE AVENUE AND VICTOR WAY (Cumulative Plus Project Condition)

I. VOLUME WARRANT

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 vph** on MINOR STREET for the *same 8 hrs*.

OR

Min. **300 vph** on ALL APPROACHES for *highest 8 hrs* AND min. **100 pedestrians per hour** at the intersection for the *same 8 hrs*.

*If intersection is located in residential area, then decrease above volumes by 40%

Time [hr]	7	8	13	14	15	16	17	18
Major Street	93	177	55	62	124	65	49	40
Minor Street	23	22	25	32	26	31	31	44
Total	116	199	80	94	150	96	80	84
Meet Warrant?	No	No	No	No	No	No	No	No
Pedestrian Counts[1]	13	17	N/A	N/A	N/A	12	8	2
Meet Ped. Warrant?	No	No	No	No	No	No	No	No

1. Pedestrian flows for the intersection are fewer than 100 pedestrians per hour during the peak hours. Thus, pedestrian flows are expected to be fewer than 100 pedestrians per hour during remaining off-peak hours for the highest 8 hours.

WARRANT MET? No. The total approach volumes for the highest 8 hours are less than 300 vph, and the minor street approach volumes and total intersection pedestrian volumes are fewer than 100 units per hour. (The intersection does not qualify as a residential area.)

II. ACCIDENT WARRANT:

3 or more reported accidents in *last one (1) year*
Number of actual correctable accidents in the last year: 0 (1/01/2022 - 12/31/2022)

WARRANT MET? No

III. LINE OF SIGHT WARRANT:

150 feet or less on one or more approaches of the MAJOR STREET
Actual field conditions: On-street parking is permitted on Lane Avenue and Victor Way. Vehicles legally parked on the street do not restrict the line-of-sight distance for approaching vehicles on Victor Way. Vehicles on Victor Way would have at least 150 feet looking both ways on Lane Avenue.

WARRANT MET? No

An intersection qualifies as a residential one, if ALL of the following conditions exist:

- Both streets have residential frontage and have a 25-mph speed limit.
- Neither street is an adopted through street as defined in the CVC.
- Neither street has more than one travel lane in each direction.
- No existing stop sign or traffic signal within 500' along the major street. A stop sign exists along Lane Street, 325 feet north of the intersection at El Camino Real.
- The installation of a 4-way stop sign is compatible with overall traffic circulation.

CONCLUSION: The intersection does not meet any warrant.

Date: May 3, 2023 Study done by: Hexagon Transportation Consultants