

Appendix F – Transportation Analysis



HEXAGON TRANSPORTATION CONSULTANTS, INC.



3300 El Camino Real Office Development



Transportation Analysis

Prepared for:

City of Palo Alto



April 20, 2022



Hexagon Transportation Consultants, Inc.

Hexagon Office: 100 Century Center Court, Suite 501
San Jose, CA 95112

Phone: 408.971.6100

Hexagon Job Number: 21KK09

Client Name: Connor Tutino, David J. Powers & Associates, Inc.

San Jose • Gilroy • Pleasanton

www.hextrans.com

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

Table of Contents

Executive Summary	i
1. Introduction	1
2. Vehicle Miles Traveled Analysis	9
3. Existing Transportation Conditions	12
4. Intersection Operations Analysis	21
5. Other Transportation Issues	32

Appendices

Appendix A	BAAQMD TDM Tool Outputs
Appendix B	Traffic Counts
Appendix C	Volume Summary
Appendix D	Level of Service Calculations
Appendix E	Background and Cumulative Developments

List of Tables

Table ES-1	Level of Service Summary	iii
Table 1	Signalized Intersection Level of Service Definitions Based on Average Control Delay	6
Table 2	Unsignalized Intersection Level of Service Definitions Based on Average Delay	7
Table 3	Existing Transit services	13
Table 4	Existing Intersection Levels of Service.....	18
Table 5	Project Trip Generation Estimates	22
Table 6	Existing Plus Project Intersection Levels of Service	30
Table 7	Background Plus Project Intersection Levels of Service.....	30
Table 8	Cumulative plus Project Levels of Service	31
Table 9	Queuing Analysis Summary.....	33
Table 10	El Camino Real and Hansen Way Eastbound Queuing Analysis	35

List of Figures

Figure 1	Site Location and Study Intersections.....	2
Figure 2	Proposed Site Plan	3
Figure 3	Existing Transit Services.....	14
Figure 4	Existing Bicycle Facilities	16
Figure 5	Existing Lane Configurations	19
Figure 6	Existing Traffic Volumes.....	20
Figure 7	Project Trip Distribution and Trip Assignment.....	23
Figure 8	Existing Plus Project Traffic Volumes	24
Figure 9	Background Traffic Volumes	25
Figure 10	Background Plus Project Traffic Volumes	27
Figure 11	Cumulative No Project Traffic Volumes	27
Figure 12	Cumulative Plus Project Traffic Volumes	29
Figure 13	Project Trips at Driveways	37
Figure 14	Garage Site Plan.....	38

Executive Summary

This report presents the results of the transportation analysis conducted for the proposed office development at 3300 El Camino Real in Palo Alto, California. The project site contains 50,355 square feet (s.f.) of office space and 2,517 s.f. of amenity space with an underground garage and a surface parking lot. The project would replace an existing surface lot. Vehicle access to the site would be provided via a new right-turn only driveway on El Camino Real and the existing full-access driveway on Hanson Way. The project would remove the existing right-turn only driveway on El Camino Real, approximately 90 feet south of the proposed driveway.

The potential transportation impacts of the project were evaluated in accordance with the standards and policies set forth by the City of Palo Alto. The study includes a vehicle miles traveled (VMT) impact analysis in accordance with the CEQA Guidelines and the City of Palo Alto's VMT policy. The study also evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Palo Alto and the Santa Clara Valley Transportation Authority (VTA).

Vehicle Miles Traveled (VMT) Analysis

The VMT estimated by the VTA's VMT evaluation tool for the project is 17.44, which is above the City's threshold of 13.03 VMT per worker. Therefore, the project would be required to implement mitigation measures to reduce its VMT level by 25 percent to mitigate the VMT impact.

Based on the *2030 Comprehensive Plan*, the project would be required to implement a TDM plan to reduce peak hour vehicle trips by at least 30 percent, given that the project site is located along El Camino Real. The BAAQMD TDM Tool estimates that the project features and TDM measures proposed by the applicant would reduce the VMT by 34.6 percent, which is below the significance threshold. Therefore, the project's VMT impact would be reduced to a less than significant level with implementation of the required TDM plan.

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*, 10th Edition. Trips generated by the proposed development were estimated by applying the average rates for General Office (Land Use 710). The 2,517 s.f. amenity space is included in the office square footage for the trip estimates. The project is estimated to generate 515 daily trips, including 61 trips (52 in and 9 out) in the AM peak hour and 61 trips (10 in and 51 out) in the PM peak hour.

Intersection Level of Service Analysis

The results of the intersection level of service analysis show that all study intersections would operate an acceptable level of service under all scenarios, with and without the project (see Table ES-1). Therefore, the project traffic would not cause an adverse effect on traffic operations.

Other Transportation Issues

The site plan shows adequate site access and on-site circulation, and no significant on-site circulation issues are expected to occur with the project. The project would not have an adverse effect on the existing transit, pedestrian, or bicycle facilities in the study area.

Hexagon has the following recommendation resulting from the evaluation of site access.

Recommendation

- The project should provide at least 15 feet of red curb north of the project driveway on El Camino Real to prohibit parking next to the driveway and provide adequate sight distance for outbound vehicles.

Table ES-1
Level of Service Summary

Intersection	Control	Peak Hour	Existing						Background						Cumulative					
			No Project			with Project			No Project			with Project			No Project			with Project		
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. in Critical V/C
1 El Camino Real and Page Mill Road*	Signal	AM	46.1	D	46.3	D	0.1	0.001	49.9	D	50.0	D	0.1	0.001	50.5	D	50.7	D	0.1	0.001
		PM	47.1	D	47.3	D	0.4	0.006	48.8	D	49.0	D	0.5	0.006	49.6	D	49.8	D	0.5	0.006
2 El Camino Real and Hansen Way	Signal	AM	13.7	B	14.1	B	0.3	0.013	13.5	B	13.9	B	0.4	0.013	13.5	B	13.9	B	0.4	0.013
		PM	18.4	B-	18.7	B-	0.3	0.003	18.0	B-	18.4	B-	0.3	0.003	18.0	B	18.3	B-	0.3	0.003
3 Hansen Way and Page Mill Road	Signal	AM	16.5	B	16.7	B	0.3	0.006	16.3	B	16.5	B	0.3	0.006	16.3	B	16.5	B	0.3	0.006
		PM	13.8	B	14.8	B	1.2	0.009	13.5	B	14.4	B	1.2	0.009	13.4	B	14.4	B	1.2	0.009
4 El Camino Real and Fernando Avenue	OWSC ¹	AM	31.0	D	31.7	D	0.0	0.004	35.1	E	35.9	E	--	--	35.6	E	36.3	E	--	--
		PM	27.9	D	28.7	D	0.0	0.013	31.7	D	32.7	D	--	--	32.4	D	33.4	D	--	--

Note:
OWSC = One-Way Stop Control
* Denotes the CMP designated intersection
¹ Average delay for a side-street stop controlled intersection is reported for the worst stop-controlled approach.

1. Introduction

This report presents the results of the transportation analysis conducted for the proposed office development at 3300 El Camino Real in Palo Alto, California (see Figure 1). The project proposes to develop 50,355 square feet (s.f.) of office space and 2,517 s.f. of amenity space with an underground garage and a surface parking lot. The project would replace an existing surface lot. Vehicle access to the site would be provided via a new right-turn only driveway on El Camino Real and the existing full-access driveway on Hanson Way.

Scope of Study

The purpose of the study is to identify potential transportation impacts related to the proposed development. Per California Senate Bill 743 (SB 743) and CEQA Guidelines, the study includes a vehicle miles traveled (VMT) analysis. The study also includes a local transportation analysis that evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Palo Alto and the Santa Clara Valley Transportation Authority (VTA). VTA administers the County Congestion Management Program (CMP).

Vehicle Miles Traveled (VMT) Analysis

Per SB 743, the California Natural Resources Agency, with assistance from the Governor's Office of Planning and Research (OPR), adopted new CEQA guidelines in December 2018. The new guidelines state that automobile delay and level of service (LOS) will no longer constitute a significant environmental impact under CEQA and that VMT is considered the most appropriate metric to evaluate a project's transportation impacts. The new CEQA guidelines became effective July 1, 2020. The evaluation of VMT for this project is based on the City's VMT Policy adopted in June 2020.

The Palo Alto VMT Policy establishes screening criteria for projects that are expected to cause a less-than-significant transportation impact under CEQA based on the land use and/or location. Projects that meet the screening criteria are not required to prepare further VMT analysis. For a project that does not meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. The project would not meet the screening criteria as described in further detail in Chapter 2. Therefore, a VMT analysis that evaluates the project's CEQA impact on VMT is required and is presented in Chapter 2.

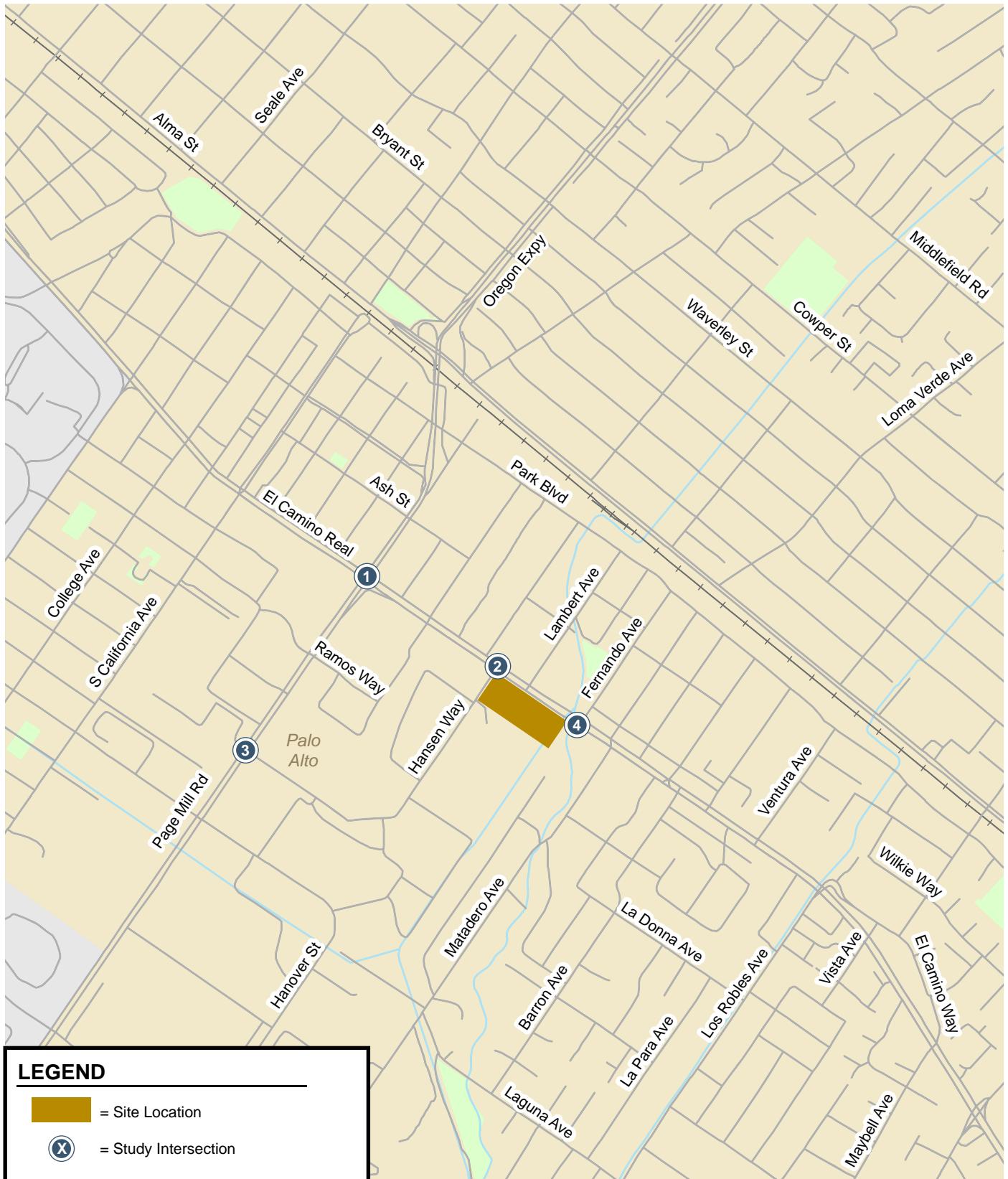


Figure 1
Site Location and Study Intersections

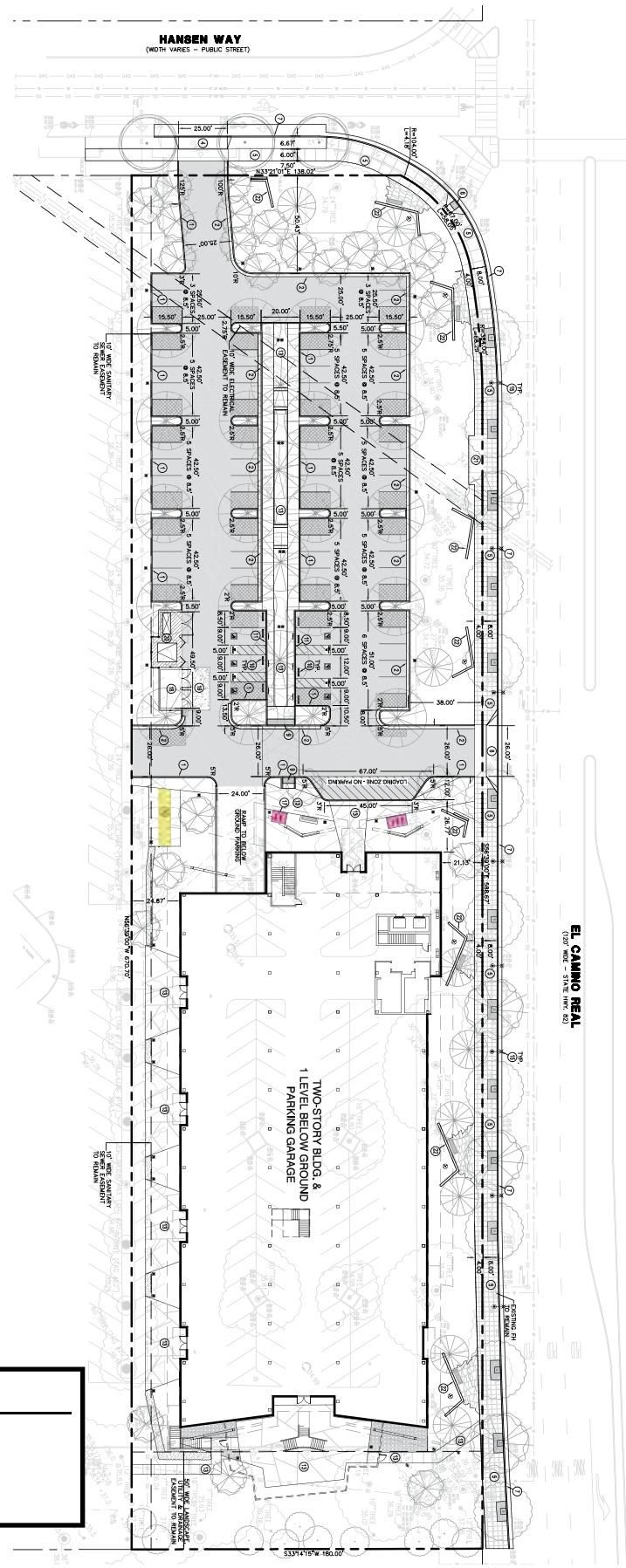


Figure 2 Proposed Site Plan



NORTH
Not to Scale

Local Transportation Analysis (LTA)

The local transportation analysis (LTA) includes an analysis of the traffic operational effects of the project on the key intersections in the vicinity of the site, an evaluation of the transit, bicycle, and pedestrian access and circulation, and a review of site access and on-site circulation.

Study Intersections

The study intersections were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Palo Alto staff. The study includes those intersections that provide primary access to the project site and 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. One study intersection is designated as a CMP intersection.

1. El Camino Real and Page Mill Road/Oregon Expressway (CMP)
2. El Camino Real and Hanson Way
3. Hanson Way and Page Mill Road
4. El Camino Real and Fernando Avenue (unsignalized)

Intersection traffic conditions were evaluated for the following scenarios:

- **Existing Conditions.** Existing traffic volumes were obtained from turning-movement counts conducted in 2017 and 2019 for three of the study intersections. A growth rate of one percent per year was applied to the traffic counts that are more than two years old to estimate the traffic volumes for existing conditions. New turning movement counts were conducted in 2021 for the El Camino Real/Fernando Avenue intersection. These traffic counts were adjusted to pre-pandemic conditions by counting the El Camino Real/Hanson Way intersection, comparing the new counts to the 2019 counts, and developing adjustment factors. The study intersections were evaluated with a level of service analysis using TRAFFIX software in accordance with the *2000 Highway Capacity Manual* methodology.
- **Existing Plus Project Conditions.** Existing plus project traffic volumes were estimated by adding the additional traffic generated by the project.
- **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. A list of approved but not yet constructed developments was obtained from the City of Palo Alto website.
- **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 adverse effects of the project on traffic operations.
- **Cumulative No Project Conditions.** The cumulative no project traffic volumes were estimated by adding projected volumes from pending developments to the Background traffic volumes. A list of pending developments was obtained from the City of Palo Alto website.
- **Cumulative Plus Project Conditions.** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the proposed project. Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine potential adverse effects of the project on traffic operations.

Other Transportation Issues

The study includes a left-turn vehicle queuing analysis at selected intersections, an evaluation of potential adverse effects to transit services and pedestrian and bicycle facilities, and a review of site access, on-site circulation, and parking.

Intersection Operations Analysis Methodology

This section describes the methods used to determine traffic conditions at the study intersections and the operational effects of the project. 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 previous traffic studies, the City of Palo Alto, the CMP Annual Monitoring Report, and Google Earth. The following data were collected from these sources:

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

Intersection Level of Service Analysis Methodology 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. The analysis methods are described below.

Signalized Intersections

The City of Palo Alto evaluates level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology using TRAFFIX software. Since TRAFFIX is the level of service methodology for the CMP-designated intersections, the City of Palo Alto employs the CMP defaults values for the analysis parameters. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. The correlation between average delay and level of service is shown in Table 1.

The City of Palo Alto has set forth LOS D as the minimum standard, except on CMP facilities, which have a standard of LOS E. In the study area, the El Camino Real/Page Mill Road intersection is a CMP intersection.

Unsignalized Intersections

Level of service analysis at unsignalized intersections is generally used to determine the need for modification 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.

One study intersection is an unsignalized T-intersection. 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. The level of service definitions for unsignalized intersections is shown in Table 2. This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology for unsignalized intersections.

The City of Palo Alto does not have an adopted level of service standard for unsignalized intersections.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B+	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 12.0
B-		12.1 to 18.0
C+	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though may still pass through the intersection without stopping.	18.1 to 20.0
C-		20.1 to 23.0
D+	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	23.1 to 32.0
D-		32.1 to 35.0
E+	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	35.1 to 39.0
E-		39.1 to 51.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	51.1 to 55.0
		greater than 80.0
Source: Transportation Research Board, <i>2000 Highway Capacity Manual</i> (Washington, D.C., 2000) p10-16. VTA Traffic Level of Service Analysis Guidelines (June 2003), Table 2.		

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.

Definition of Adverse Intersections Operations Effects

Adverse operations effects on signalized intersections are based on the City of Palo Alto and CMP level of service standards. For the unsignalized intersection, the City of Palo Alto does not have a formally adopted level of service policy.

Signalized Intersections

According to the City of Palo Alto and CMP level of service standards, a development is said to create an adverse operational effect at a signalized intersection if, for either peak hour, one 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 local intersections and LOS E or better for CMP 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. In this case, the threshold is when the project increases the critical v/c value by 0.01 or more.

Unsignalized Intersections

Although the City of Palo Alto does not have an adopted level of service standard for unsignalized intersections, based on City policy and transportation studies of adjacent jurisdictions, a project is said to create an adverse operational effect on traffic conditions at an unsignalized intersection if for either peak hour:

1. The addition of project traffic causes 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.

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 hour per lane/signal cycles per hour)

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.

Report Organization

This report has a total of five chapters. Chapter 2 presents the VMT analysis. Chapter 3 describes existing conditions including the existing roadway network, transit service, and bicycle and pedestrian facilities. Chapter 4 presents the intersection operations analysis including the method by which project traffic is estimated, the results of the intersection level of service analysis for background, background plus project, and cumulative conditions, and any adverse effects to intersection level of service caused by the project. Chapter 5 presents the analysis of other transportation-related issues, including left-turn vehicle queuing at selected intersections, site access and on-site circulation, parking, and potential adverse effects on bicycle, pedestrian, and transit facilities.

2.

Vehicle Miles Traveled Analysis

This chapter presents the VMT analysis for the project, including the result of the VMT screening, significance criteria, VMT evaluation methodology, and any potential project impacts on VMT.

Screening for VMT Analysis

The Palo Alto VMT Policy establishes screening criteria for developments that are expected to cause a less-than-significant transportation impact under CEQA and are not required to prepare further VMT analysis. The proximity to major transit stop screening criterion applies to projects that are located within a half mile of an existing or planned high-quality transit corridor or major transit stations and meet the following additional criteria for office projects: (1) is high density (minimum floor area ratio [FAR] of 0.75), (2) does not exceed parking requirements, and (3) is consistent with Plan Bay Area 2040. A high-quality transit corridor means a corridor with fixed-route bus service with service intervals no longer than 15 minutes during peak commute hours.

The project is located along El Camino Real, which is considered a high-quality transit corridor. However, the project would have a FAR of 0.4 (including the amenity space), which would be less than the required FAR of 0.75. Therefore, the project does not meet the proximity to transit screening criterion, and a VMT analysis is required.

Thresholds of Significance

For a project that does not meet the screening criteria, a project's VMT impact is determined by comparing the project VMT to the appropriate thresholds of significance based on the type of development. For office developments, the threshold of significance is the regional average VMT per worker minus 15 percent, which calculates to 13.03 daily VMT per worker.

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established threshold of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a trip cap.

Project-Level VMT Impact Analysis

To determine whether a project would result in CEQA transportation impacts related to VMT, the Santa Clara Valley Transportation Authority (VTA) has developed a VMT evaluation tool to estimate the VMT of the project based on the type of proposed land use and the location of the project site. The VMT

estimated by the evaluation tool for the project is 17.44, which is above the threshold of 13.03 VMT per worker. Therefore, the project would be required to implement mitigation measures to reduce its VMT level by 25 percent to mitigate the VMT impact.

Based on the Palo Alto 2030 Comprehensive Plan, the project would be required to implement a TDM plan to reduce peak-hour vehicle trips by at least 30 percent, given that the project site is located along El Camino Real. The project's VMT reduction with the TDM measures proposed by the applicant was estimated using the Bay Area Air Quality Management District's (BAAQMD) Transportation Demand Management Tool. The BAAQMD tool quantifies the amount by which a TDM plan for a specific project in a specific location is likely to reduce VMT. The TDM Tool is based on the steps and calculations documented in the CAPCOA report, *Quantifying Greenhouse Gas Mitigation Measures*, published in August 2010.

The BAAQMD TDM Tool provides an estimate of the amount by which a project's location and land use characteristics, its site enhancements, and the measures taken to reduce commute trips will reduce VMT. The following discussion summarizes how the tool calculated the VMT reduction for this project considering the site location, proposed development, and proposed TDM measures.

The VMT reduction calculated by the BAAQMD TDM Tool is based on the following factors:

- **Density.** Based on the size of the proposed buildings (52,872 s.f.), the size of the project site (2.89 acres), and a typical factor of 4 employees per 1,000 square feet, it is estimated that the project would have 212 employees, or 73 jobs per acre. The proposed office buildings would be much denser than the typical development, as measured by the number of jobs per acre. The rationale for assuming that greater density will promote a reduction in VMT is that high density land uses make it easier for someone to find others with whom to carpool and vanpool. Denser development also has the potential to support enhanced transit services because there are more potential transit riders per square mile. High density areas also tend to be more pedestrian friendly than low density areas, in that distances to restaurants or retail uses are more likely to be short enough to be walked or biked rather than requiring a car. There are restaurants and a large grocery store within reasonable walking distance of the project site.
- **Transit Accessibility.** The TDM Tool compares the transit mode share for this site to that of a typical development with trip data collected by the Institute of Transportation Engineers (ITE). The project site benefits from frequent bus service by Route 22 and is served by three other express routes (101, 102, and 103) (see Table 2 in Chapter 3). The Caltrain California Avenue station is 0.8 miles away, which is within an easy bicycling distance. Therefore, the project has higher transit accessibility than a typical development.
- **TDM Program with Monitoring and Reporting Requirements.** The TDM Tool provides more credit to TDM programs that include a performance standard (such as a trip reduction goal or VMT reduction goal) and requirements for monitoring and reporting than those that do not. The rationale for this is that if the properties are required to monitor their results and report those results to a city or other authority and if there is a specific target to be achieved, they will take their responsibilities to implement the TDM programs more seriously.
- **Alternative Work Schedules and Telecommute Program.** The office tenant(s) will allow their employees to work remotely or offer their employees the option to use an alternative work schedule. The program will reduce or eliminate the need for commute travel to the office.
- **Marketing Program for the TDM Plan.** The office tenants will be required to provide an employee transportation coordinator. The transportation coordinator will be responsible for providing information about all resources and programs included in the TDM plan to employees. The transportation coordinator will be available to answer questions and provide additional

information to tenants as needed. The TDM Tool provides credit for this level of marketing activity.

- **Ridesharing Program.** The TDM tool also gives credit for ridesharing programs that provide preferential parking for carpools and vanpools, that include a passenger loading zone where ridesharing participants can wait comfortably for their ride and where they can be conveniently dropped off, and that provide ride-matching assistance and/or a link to websites for coordinating rides. The project's TDM plan includes all of these features. In addition, the TDM plan includes an emergency ride home program for employees who commute to work using transit, bicycle, carpool, or vanpool.

The BAAQMD TDM Tool has a complicated method of calculating a plan's total VMT reduction that is designed to ensure that similar measures are not double counted and to account for whether a project is located in an urban or suburban setting. The TDM Tool estimates that the above project features and TDM measures would reduce the VMT by 34.6 percent, which is below the VMT significance threshold. Therefore, the project's VMT impact would be reduced to a less than significant level with implementation of the required TDM plan. The VMT reduction estimated by the TDM Tool is included in Appendix A.

3.

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 US 101 and I-280. Local access to the project site is provided via El Camino Real (SR 82), Page Mill Road/Oregon Expressway, and Hansen Way. For the purposes of this study, US 101, I-280, El Camino Real, and all parallel streets are considered to run north-south, and cross streets, such as Page Mill Road, are considered to run east-west.

US 101 is a north-south freeway that extends through and beyond the Bay Area, connecting San Francisco to San Jose. US 101 is eight lanes wide with three mixed-flow lanes and one high-occupancy vehicle (HOV) lane in each direction in the vicinity of the project site. US 101 provides access to the study area via a full interchange at Oregon Expressway.

I-280 is an eight-lane freeway (three mixed-flow lanes and one HOV lane in each direction) in the vicinity of the site. I-280 extends northward through San Francisco and southward to US 101 in San Jose. East of US 101, it makes a transition into I-680 and extends north to Oakland. Access to and from the site is provided via a full interchange at Page Mill Road.

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 north-south direction in the project vicinity. Near the project site, El Camino Real has a raised, landscaped median with left-turn pockets provided at intersections. Sidewalks are present on both sides of the street. On-street parking is permitted on both sides of the street along the project frontage and in the project vicinity. The speed limit is 35 miles per hour (mph). El Camino Real would provide direct access to the project site via a right-turn only driveway.

Page Mill Road is an east-west four-lane arterial. It transitions from Oregon Expressway in the east at El Camino Real and continues west to Skyline Boulevard. Page Mill Road has a landscaped median with left-turn pockets at intersections and has bike lanes and sidewalks on both sides of the street. On-street parking is prohibited on both sides of the street near the project vicinity. The speed limit is 35 mph. Site access would be provided via its intersections with Hansen Way and El Camino Real.

Oregon Expressway is an east-west four-lane arterial. It transitions from Page Mill Road in the west at El Camino Real and continues east to US 101. Oregon Expressway has a landscaped median with left-turn pockets at intersections. In the project vicinity, sidewalks are present on both sides of the street

west of Birch Street. On-street parking is prohibited on both sides of the street. The speed limit is 35 mph. Site access would be provided via its intersection with El Camino Real.

Hansen Way is a two-lane street that extends southward from Page Mill Road and turns eastward to El Camino Real. There are sidewalks and on-street parking on both sides of the street. Bike lanes are provided for the entire length of the street. On-street parking is prohibited on both sides of the street. The speed limit is 30 mph. It provides direct access to the project site via a full access driveway.

Existing Transit Services

Existing transit service to the study area is provided by VTA (see Figure 3 and Table 3). One rapid bus route (Route 22) and three express routes (101, 102, and 103) serve the project area. The bus stops closest to the project site are located on Hansen Way just west of the project site, serving Express Routes 101, 102, and 103, and on El Camino Real along the project frontage, serving Route 22.

Table 3
Existing Transit services

Route	Route Description	Weekday Hours of Operation	Headways ¹ (minutes)	Nearest Bus Stops	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus Routes					
Frequent Route 22	Palo Alto Transit Center - Eastridge Transit Center	4:30 AM - 2:00 AM	15-20	El Camino Real south of Hansen Way	265
Express Route 101	Camden & Highway 85 - Stanford Research Park	6:15 AM - 8:25 AM, 4:10 PM - 6:35 PM	60	Hansen Way west of El Camino Real	310
Express Route 102	South San Jose - Stanford Research Park	5:50 AM - 9:05 AM, 3:20 PM - 6:45 PM	60	Hansen Way west of El Camino Real	310
Express Route 103	Eastridge - Stanford Research Park	5:00 AM - 8:25 AM, 2:40 PM - 7:20 PM	60	Hansen Way west of El Camino Real	310
Notes: Based on transit services as of April 2021. 1. Headways during weekday peak periods in the project area.					



Figure 3
Existing Transit Services

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks and crosswalks, which are present along all study area roadways and at signalized intersections. Pedestrian signal heads and push buttons are present at all signalized study intersections. Additionally, a crosswalk is present along the south leg at the unsignalized study intersection of El Camino Real/Fernando Avenue with a high intensity activated crosswalk (HAWK). Sidewalks exist along El Camino Real, Page Mill Road, and Hansen Way. Therefore, continuous pedestrian facilities are present between the site and the surrounding land uses, including restaurants, retail stores, and bus stops.

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) and shared bike routes (Class III 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 but are where bicyclists share a travel lane with motorists.

The Bol Park bike path has an entrance at Hanover Street. A bike/pedestrian path also exists along the west side of El Camino Real north of Stanford Avenue.

Striped bike lanes are present along the following street segments:

- Park Boulevard, between California Avenue and Lambert Avenue
- Stanford Avenue, west of El Camino Real
- California Avenue, between Hanover Street and El Camino Real
- Page Mill Road, between El Camino Real and the I-280 underpass
- Hansen Way, between Page Mill Road and El Camino Real
- Hanover Street, between Page Mill Road and Hillview Avenue
- Los Robles Avenue, between Orme Street and El Camino Real
- El Camino Way for the entire street
- Meadow Drive for the entire 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 present along the following street segments:

- California Avenue, east of El Camino Real
- Margarita Avenue, between Park Boulevard and El Camino Real
- Matadero Avenue, between El Camino Real and Laguna Avenue

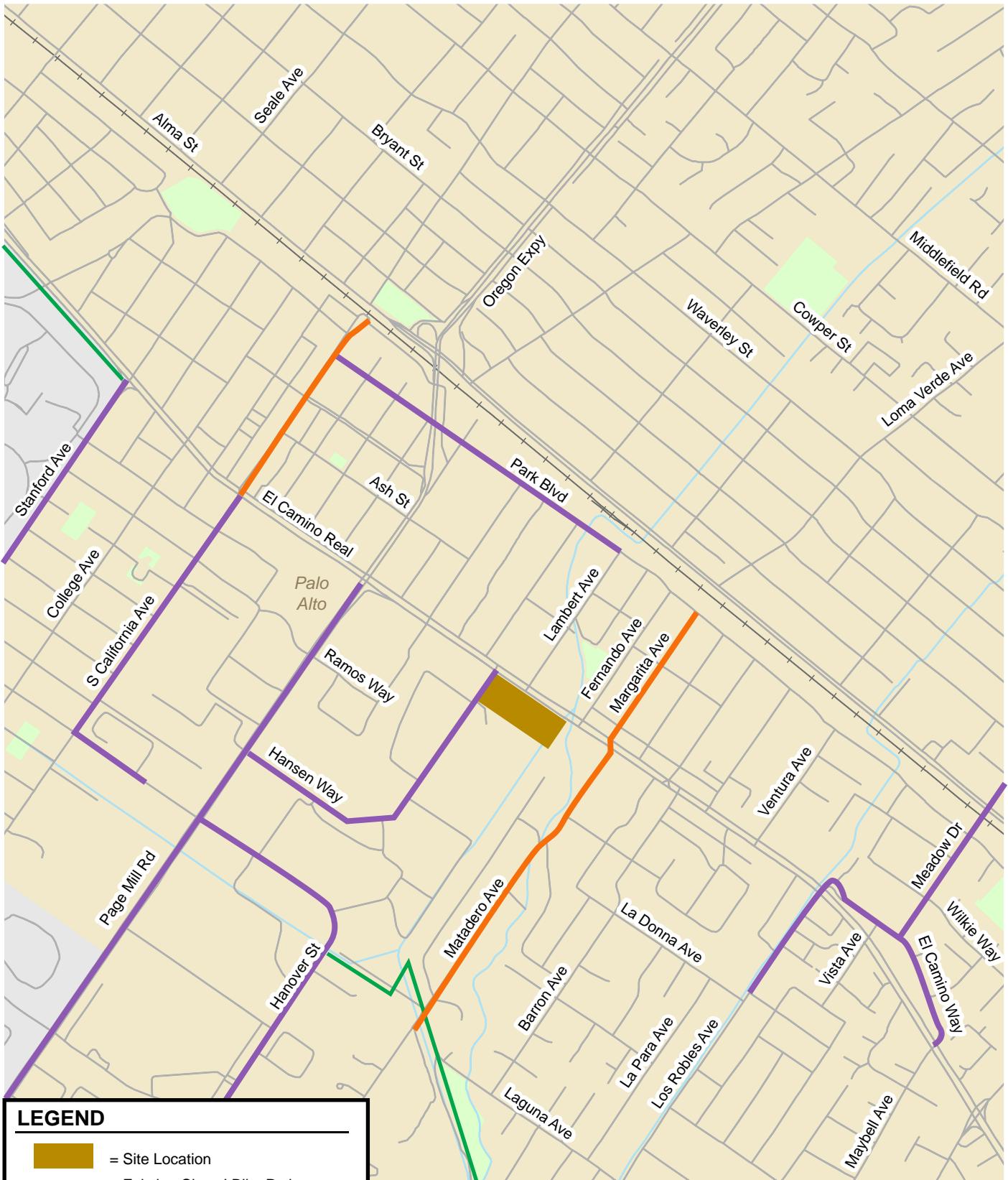


Figure 4
Existing Bicycle Facilities

Existing Lane Configurations and Traffic Volumes

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

Existing peak-hour traffic volumes at study intersections are based on available traffic counts conducted for nearby studies and new traffic counts where no traffic counts were available. The El Camino Real/Page Mill Road, El Camino Real/Hansen Way, and Hansen Way/Page Mill Road intersections have turning movement counts conducted in 2017 and 2019 prior to Covid-19 and shelter-in-place orders. These traffic counts were increased by one percent per year to 2021.

The El Camino Real/Fernando Avenue intersection did not have recent counts, and new traffic counts were conducted on May 5, 2021, when traffic volumes were lower than typical conditions due to Covid-19. The new traffic counts were adjusted by counting the El Camino Real/Hansen Way intersection, which had available recent counts, and comparing the new counts to the available 2019 counts to estimate the existing volumes that would occur under typical conditions (pre-Covid-19). The traffic counts at the El Camino Real/Fernando Avenue intersection were increase by a factor of 1.89 in the AM peak hour and 1.77 in the PM peak hour.

The estimated existing volumes are shown in Figure 6. The intersection turning-movement counts conducted for this analysis are presented in Appendix B. The estimates of existing traffic volumes are tabulated in Appendix C.

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 levels of service calculation sheets are included in Appendix D.

Table 4
Existing Intersection Levels of Service

Intersection	Control	Peak Hour	Count Date ¹	Avg. Delay (sec)	LOS
1 El Camino Real and Page Mill Road*	Signal	AM	10/31/17	46.1	D
		PM	10/30/18	47.1	D
2 El Camino Real and Hansen Way	Signal	AM	01/10/19	13.7	B
		PM	01/10/19	18.4	B-
3 Hansen Way and Page Mill Road	Signal	AM	01/10/19	16.5	B
		PM	01/10/19	13.8	B
4 El Camino Real and Fernando Avenue	OWSC ²	AM	05/05/21	31.0	D
		PM	05/05/21	27.9	D

Notes:

OWSC = One-Way Stop Control

* Denotes the CMP designated intersection

¹ Intersection turning movement counts conducted prior to 2021 were increased by 1 percent per year. Turning movement counts conducted on May 5, 2021 were increased by a factor of 1.89 during the AM peak hour and 1.77 during the PM peak hour.

² Average delay for a side-street stop controlled intersection is reported for the worst stop-controlled approach.

3300 El Camino Real

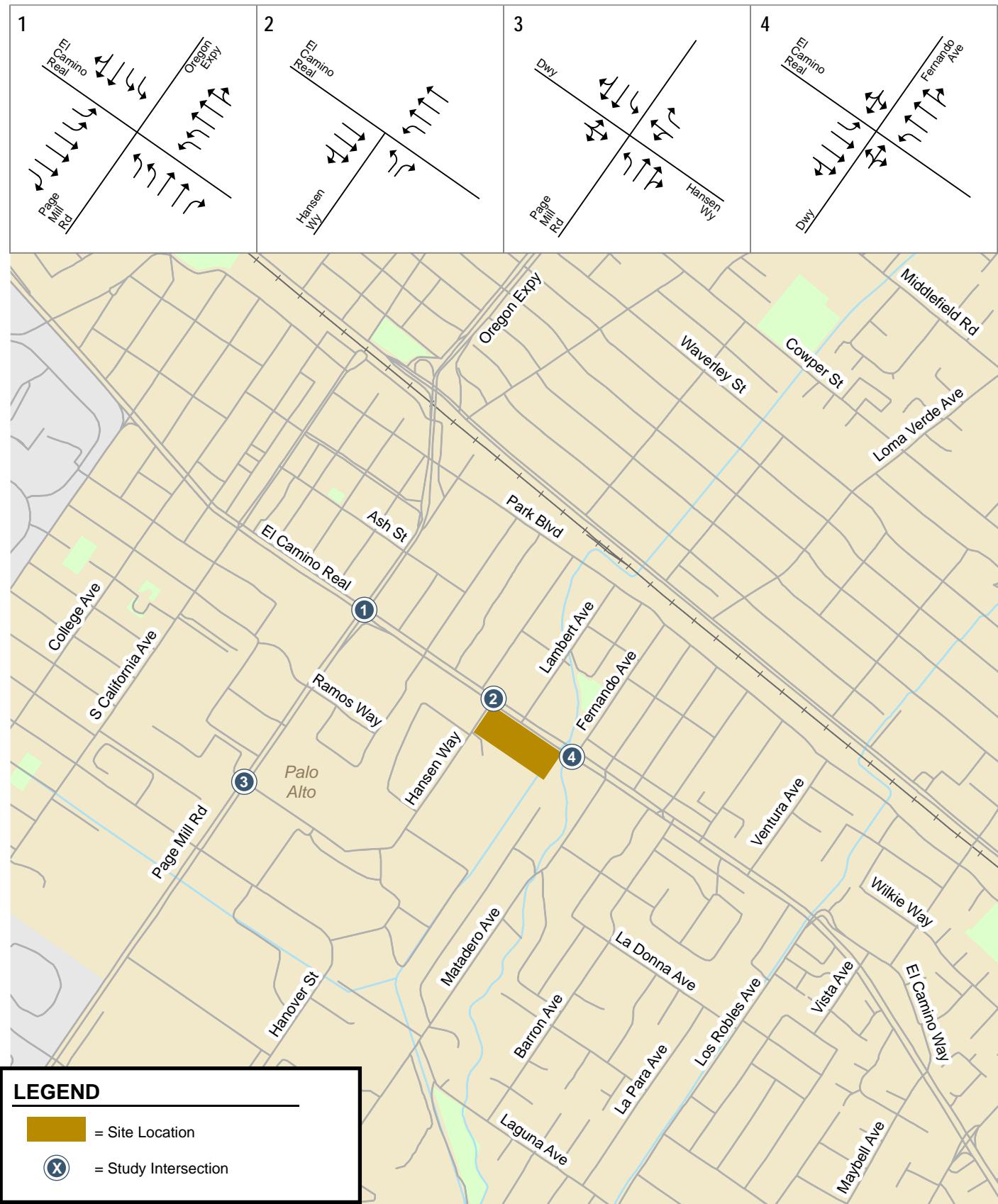


Figure 5
Existing Lane Configurations

3300 El Camino Real

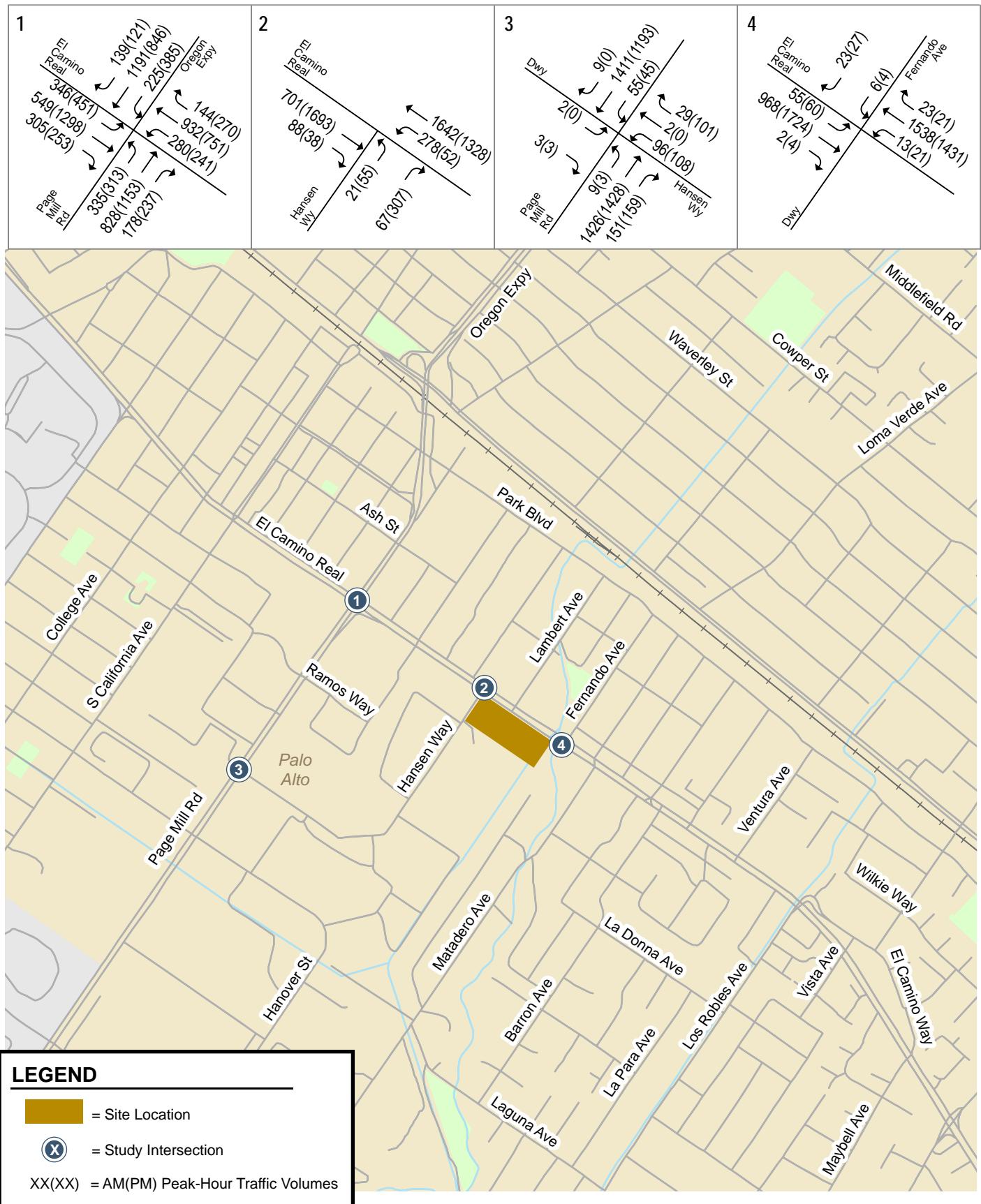


Figure 6
Existing Traffic Volumes

4.

Intersection Operations Analysis

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

Project Trip Estimates

The magnitude of traffic produced by a new development and the locations where that traffic would appear were estimated using a three-step process: (1) trip generation, (2) trip distribution, and (3) trip assignment. In determining project trip generation, the magnitude of traffic traveling to and from the proposed development was estimated for the AM and PM peak hours. As part of the project trip distribution, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The research is compiled in the publication *Trip Generation Manual, 10th Edition*, by the Institute of Transportation Engineers (ITE). 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. Trips that would be generated by the proposed office were estimated using the ITE trip rates for "General Office" (Land Use 710). The 2,517 s.f. amenity space was included in the office use for the trip estimates, as it is assumed to be used only by employees on site. The project is estimated to generate 515 daily trips, including 61 trips (52 in and 9 out) in the AM peak hour and 61 trips (10 in and 51 out) in the PM peak hour, as shown in Table 5. This trip generation estimate is conservative as it does not account for the required 30 percent TDM trip reduction.

Table 5
Project Trip Generation Estimates

Land Use	Size	Daily		Trip Rate	AM Peak Hour			Trip Rate	PM Peak Hour		
		Trip Rate	Trips		In	Out	Total		In	Out	Total
Office ¹	52,872 s.f.	9.74	515	1.16	52	9	61	1.15	10	51	61
Total Gross Project Trips			515		52	9	61		10	51	61

Notes:
All trip rates (in trips per 1,000 s.f.) are from *ITE Trip Generation Manual, 10th Edition*, 2017.
1. General Office (ITE Land Use 710): average trip rates were used.

Trip Distribution and Assignment

The trip distribution pattern 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 vehicle trips generated by the project were assigned to the roadway network in accordance with the trip distribution pattern and the locations of project driveways (see Figure 7).

The project would have two driveways. The driveway on Hansen Way would provide full access. El Camino Real has a raised median at the project driveway, so the driveway on El Camino Real would be limited to right turns in and out only. Inbound project traffic traveling northbound on El Camino Real would either make a left turn or U-turn at Hansen Way. Outbound project traffic at the El Camino Real driveway looking to travel northbound on El Camino Real would need to make a U-turn at Fernando Avenue. A tabular summary of project traffic at each study intersection is contained in Appendix C.

Traffic Volumes

Existing Plus Project Traffic Volumes

Project trips were added to existing traffic volumes to obtain existing plus project traffic volumes (see Figure 8).

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.

A list of approved projects was obtained from the City of Palo Alto website. 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 E. 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 *ITE 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.

3300 El Camino Real

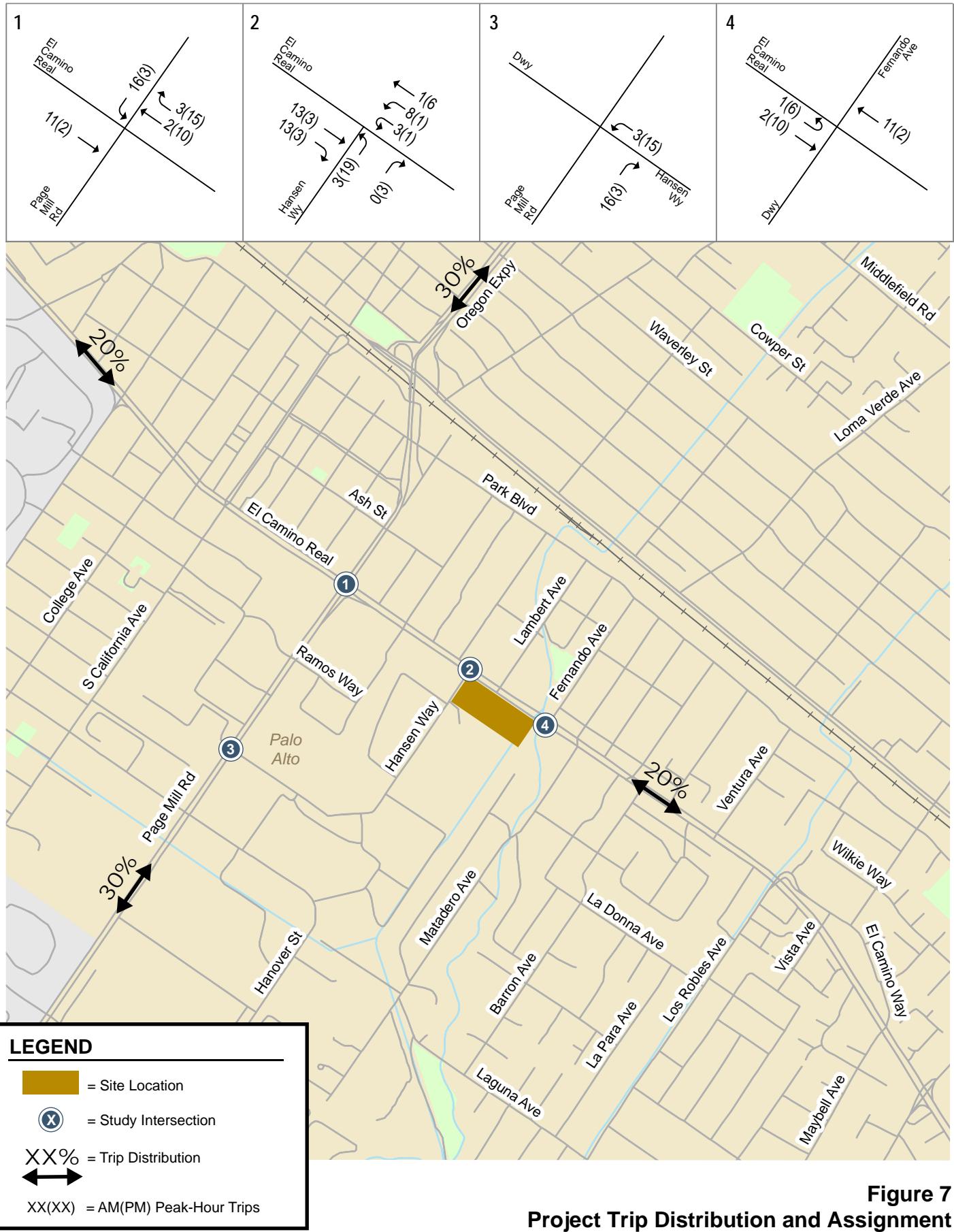


Figure 7
Project Trip Distribution and Assignment

3300 El Camino Real

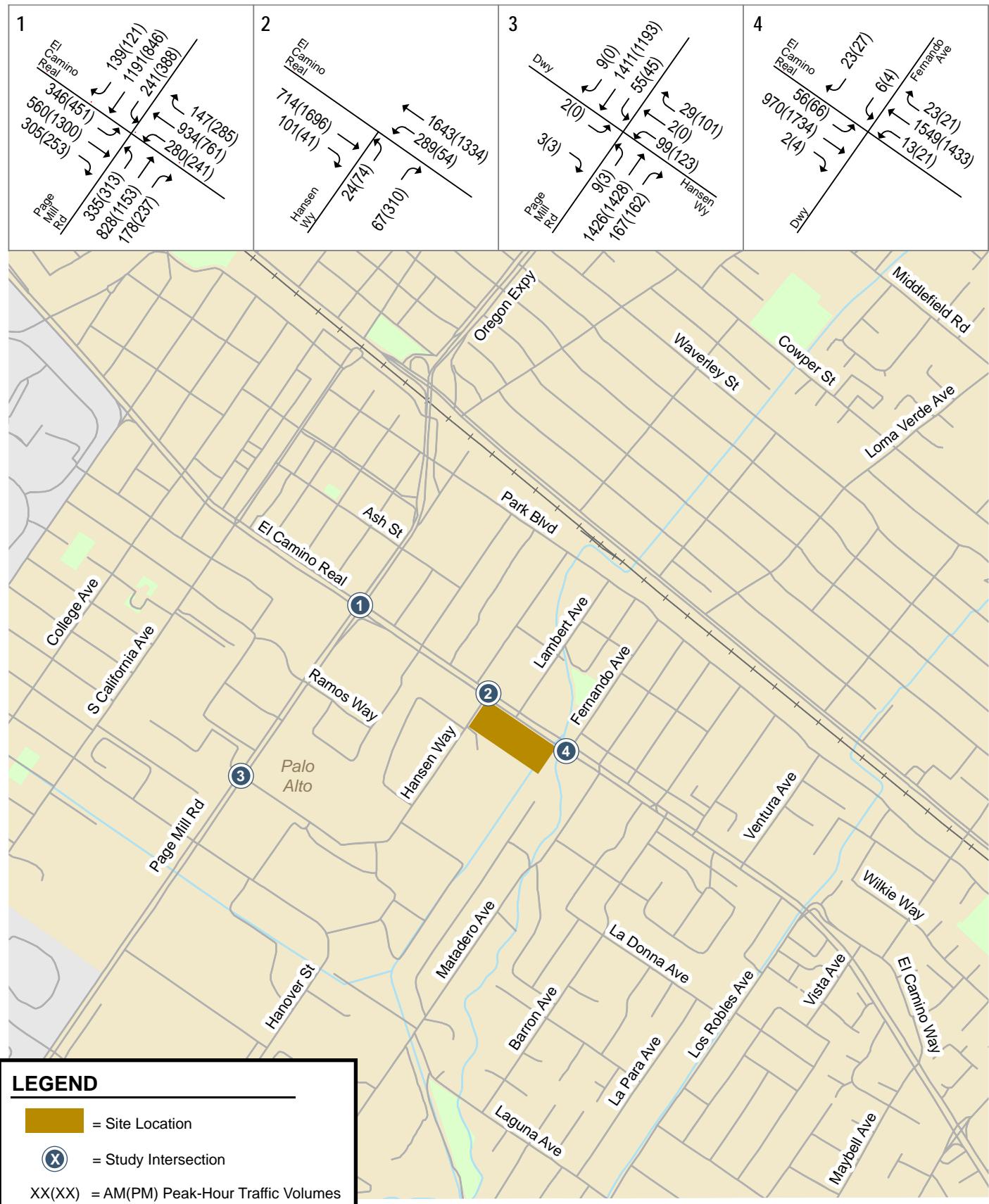


Figure 8
Existing Plus Project Traffic Volumes

3300 El Camino Real

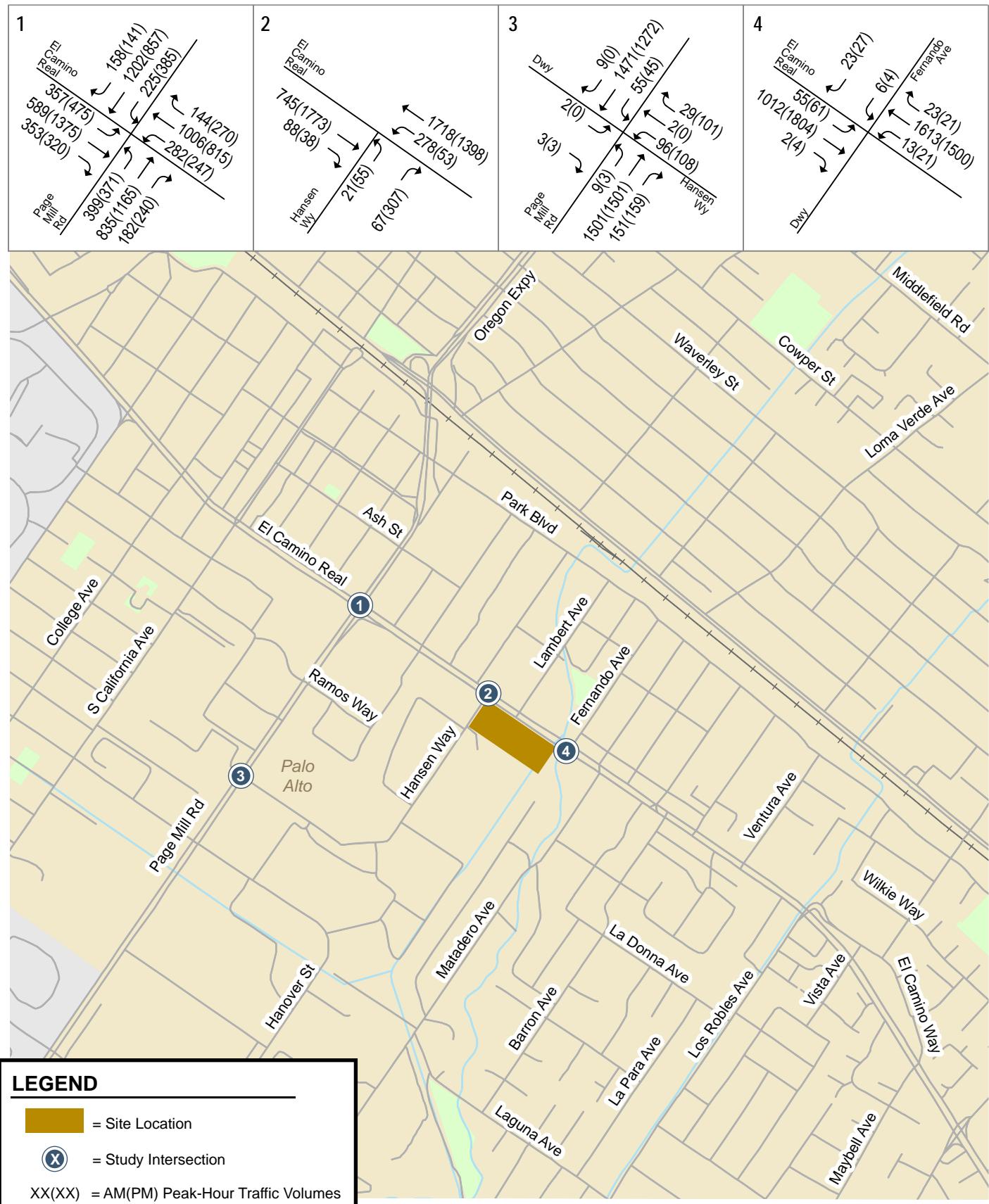


Figure 9
Background Traffic Volumes

Background Plus Project Traffic Volumes

Project trips 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 adding vehicle trips from approved and pending development projects in the study area. A pending project list was obtained from the City of Palo Alto website. Based on a review of traffic studies prepared for these projects, the types and sizes of these developments, and their distances from the project site, a total of four pending projects were selected for inclusion in the cumulative scenario. Trip generation estimates for all pending projects were based on their respective traffic reports provided by City staff, where available. The pending developments included in this study are listed in Appendix E. The AM and PM peak-hour traffic volumes at the study intersections under cumulative conditions are shown on Figure 11.

The project trips were then added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes (see Figure 12). Traffic volumes for all components of traffic are tabulated in Appendix C.

Roadway Network

The roadway network under background and cumulative conditions would be the same as existing conditions. There are no planned and funded transportation improvements at the study intersections that would alter the existing intersection lane configurations.

Intersection Levels of Service

Existing Plus Project Conditions

The results of the intersection level of service analysis (see Table 6) show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic under existing plus project conditions. Therefore, the project traffic would not cause an adverse effect on traffic operations.

Background and Project Conditions

The results of the intersection level of service analysis (see Table 7) show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic under background conditions, with and without the project. Therefore, the project traffic would not cause an adverse effect on traffic operations.

Cumulative and Project Conditions

The results of the intersection level of service analysis (see Table 8) show that all study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic, with and without the project. Therefore, the project traffic would not cause an adverse effect on traffic operations. The intersection level of service calculation sheets are included in Appendix D.

3300 El Camino Real

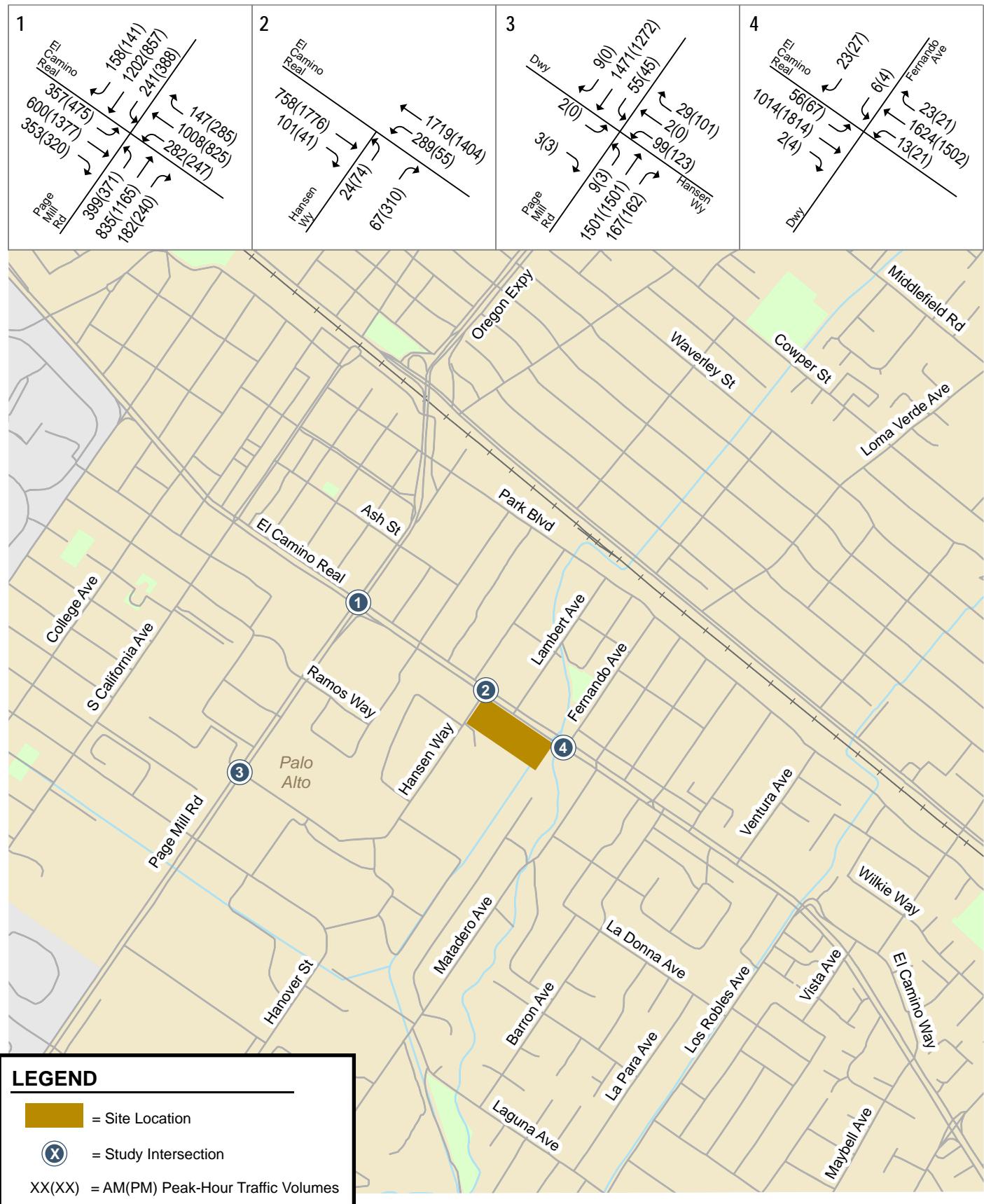


Figure 10
Background Plus Project Traffic Volumes

3300 El Camino Real

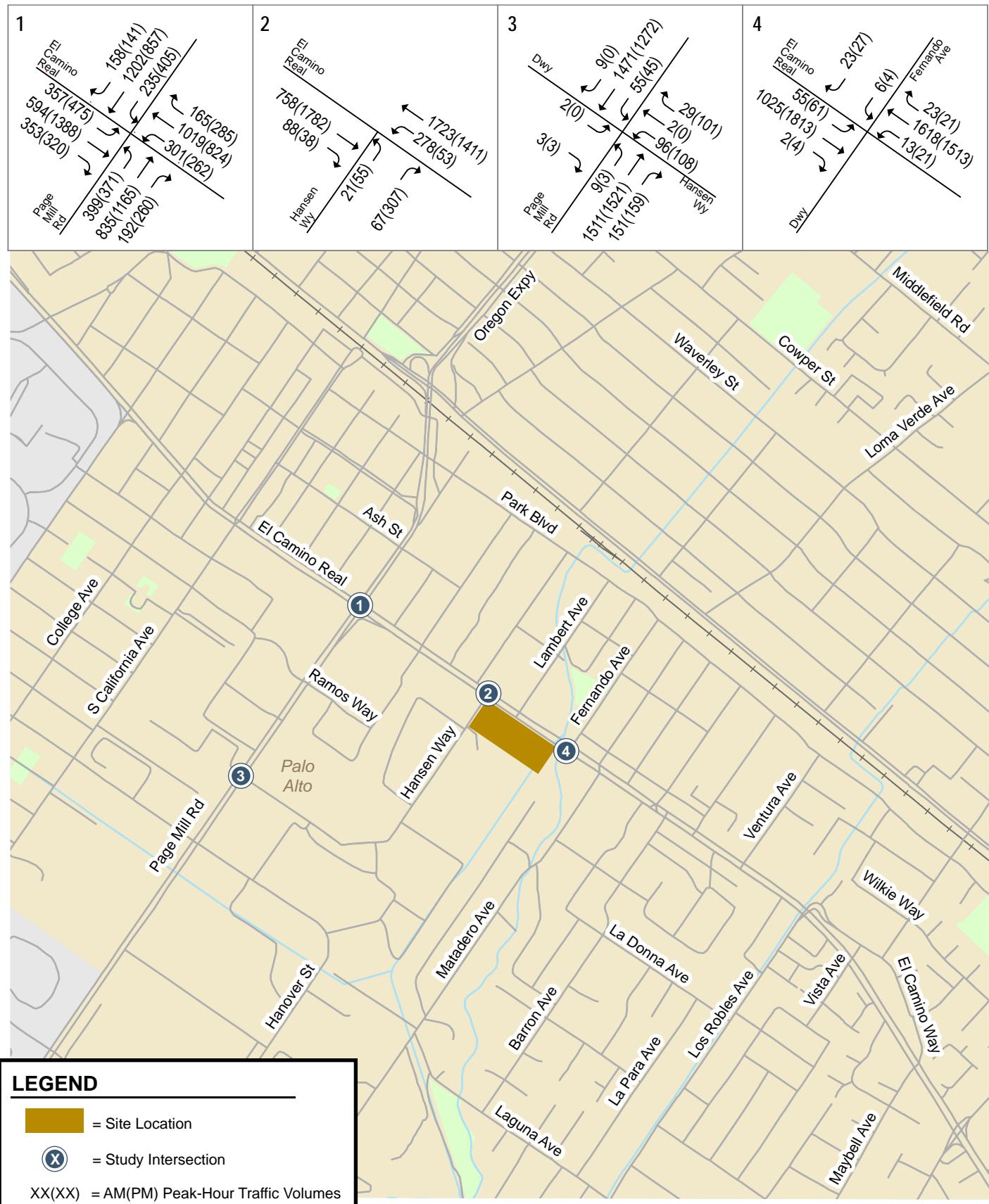


Figure 11
Cumulative No Project Traffic Volumes

3300 El Camino Real

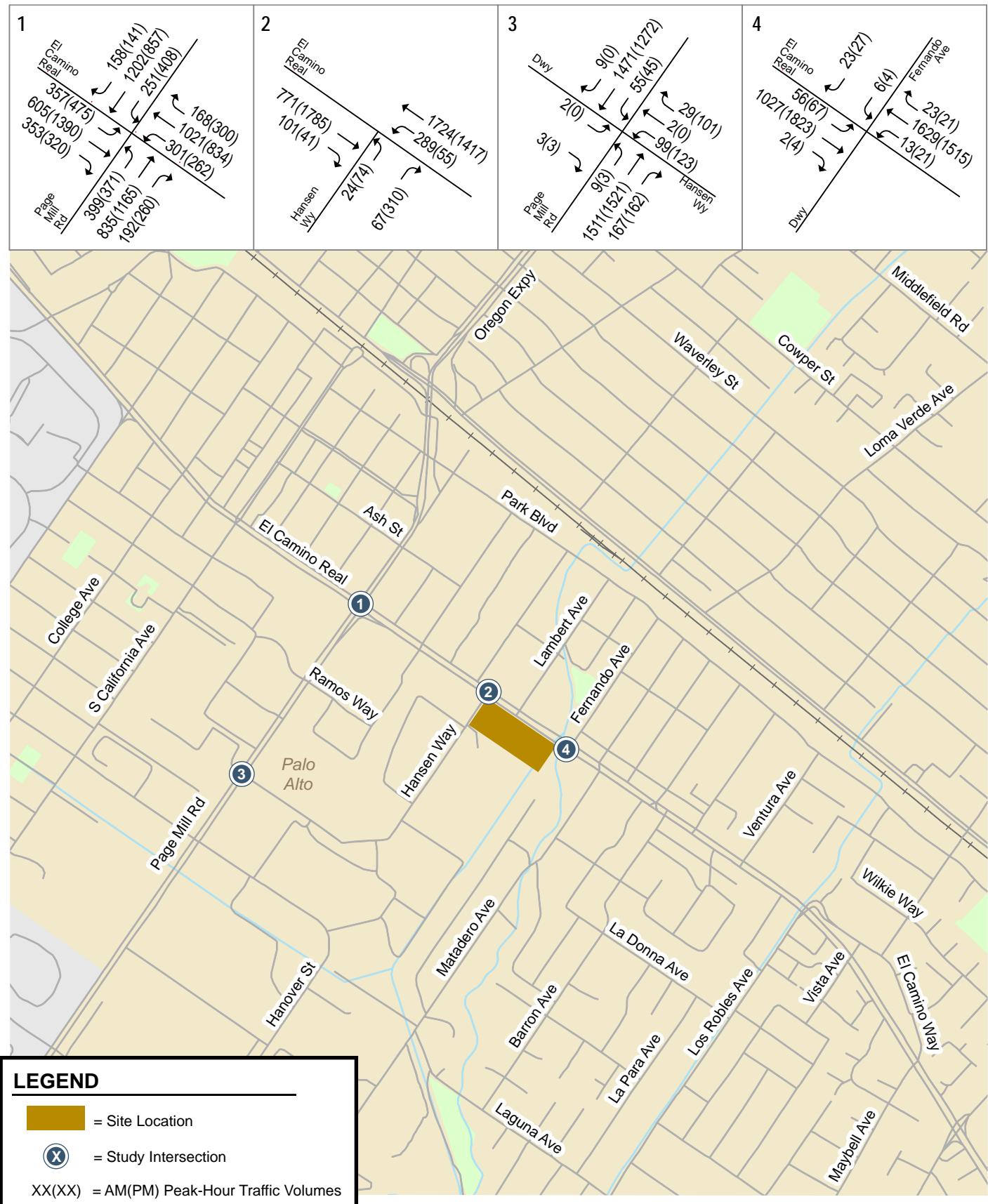


Figure 12
Cumulative Plus Project Traffic Volumes

Table 6
Existing Plus Project Intersection Levels of Service

Intersection	Control	Peak Hour	Existing Conditions					
			No Project		With Project		Incr. in Critical Delay (sec)	Incr. In Crit. V/C
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS		
1 El Camino Real and Page Mill Road*	Signal	AM	46.1	D	46.3	D	0.1	0.001
		PM	47.1	D	49.0	D	0.5	0.006
2 El Camino Real and Hansen Way	Signal	AM	13.7	B	13.9	B	0.4	0.013
		PM	18.4	B-	18.4	B-	0.3	0.003
3 Hansen Way and Page Mill Road	Signal	AM	16.5	B	16.5	B	0.3	0.006
		PM	13.8	B	14.4	B	1.2	0.009
4 El Camino Real and Fernando Avenue	OWSC ¹	AM	31.0	D	35.9	D	--	--
		PM	27.9	D	32.7	D	--	--

Notes:

OWSC = One-Way Stop Control

* Denotes the CMP designated Intersection

¹ Average delay for a side-street stop controlled intersection is reported for the worst stop-controlled approach.

Table 7
Background Plus Project Intersection Levels of Service

Intersection	Control	Peak Hour	Background Conditions					
			No Project		With Project		Incr. in Critical Delay (sec)	Incr. In Crit. V/C
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS		
1 El Camino Real and Page Mill Road*	Signal	AM	49.9	D	50.0	D	0.1	0.001
		PM	48.8	D	49.0	D	0.5	0.006
2 El Camino Real and Hansen Way	Signal	AM	13.5	B	13.9	B	0.4	0.013
		PM	18.0	B-	18.4	B-	0.3	0.003
3 Hansen Way and Page Mill Road	Signal	AM	16.3	B	16.5	B	0.3	0.006
		PM	13.5	B	14.4	B	1.2	0.009
4 El Camino Real and Fernando Avenue	OWSC ¹	AM	35.1	E	35.9	E	--	--
		PM	31.7	D	32.7	D	--	--

Notes:

OWSC = One-Way Stop Control

* Denotes the CMP designated Intersection

¹ Average delay for a side-street stop controlled intersection is reported for the worst stop-controlled approach.

Table 8
Cumulative plus Project Levels of Service

Intersection	Control	Peak Hour	Cumulative Conditions					
			No Project			With Project		
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS	Incr. in Critical Delay (sec)	Incr. In Crit. V/C
1 El Camino Real and Page Mill Road*	Signal	AM	50.5	D	50.7	D	0.1	0.001
		PM	49.6	D	49.8	D	0.5	0.006
2 El Camino Real and Hansen Way	Signal	AM	13.5	B	13.9	B	0.4	0.013
		PM	18.0	B	18.3	B-	0.3	0.003
3 Hansen Way and Page Mill Road	Signal	AM	16.3	B	16.5	B	0.3	0.006
		PM	13.4	B	14.4	B	1.2	0.009
4 El Camino Real and Fernando Avenue	OWSC ¹	AM	35.6	E	36.3	E	--	--
		PM	32.4	D	33.4	D	--	--

Notes:

OWSC = One-Way Stop Control
* Denotes the CMP designated Intersection
¹ Average delay for a side-street stop controlled intersection is reported for the worst stop-controlled approach.

5. **Other Transportation Issues**

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

- Turn pocket queuing analysis
- Site access and circulation
- Pedestrian, bicycle, and transit facility assessment
- Parking

The analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community.

Turn Pocket 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. 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, as described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 9:

- Westbound Oregon Expressway left turn to southbound El Camino Real
- Northbound El Camino Real left turn to westbound Hansen Way

The queuing analysis indicates that the maximum northbound left-turn vehicle queue at the El Camino Real and Hansen Way intersection would exceed the storage capacity during the AM peak hour under existing and background conditions, with and without the project. The queuing analyses for the movement are discussed below. The project trips would not cause the estimated maximum vehicle queue to exceed the storage capacity at other movements or peak hours.

El Camino Real and Hansen Way

The northbound left-turn lane at El Camino Real and Hansen Way has approximately 325 feet of total storage. There is approximately 275 feet between the intersection and the upstream intersection of El Camino Real and Lambert Avenue and an additional 50 feet south of Lambert Avenue. Under existing and background conditions, the 95th percentile queue is approximately 525 feet, or about 18 vehicles, during the AM peak hour. During the PM peak hour, the 95th percentile queue is approximately 125 feet, or about five vehicles. The queue would exceed the storage lane by five vehicles during the AM peak hour. The project is expected to increase the queue by one vehicle, causing the queue to exceed the storage lane by 6 vehicles. Due to Covid-19, field observations cannot be conducted to identify

whether there are vehicle queueing issues at the intersection under normal traffic conditions. However, there are three northbound through lanes on El Camino Real. Therefore, brief occurrences of left-turn queues overflowing the turn pocket and blocking one of three through lanes is expected to have a minimal effect on northbound through traffic.

Table 9
Queuing Analysis Summary

Analysis Scenario	El Camino Real & Page Mill Road/Oregon Expy		El Camino Real & Hansen Way	
	WBL ²		NBL ³	
	AM	PM	AM	PM
Existing				
Cycle/Delay ¹ (sec)	130	130	160	160
Volume (vphpl)	225	385	278	52
95th %. Queue (veh/ln)	3	20	18	5
95th %. Queue ² (ft/ln)	75	500	450	125
Storage (ft/ln)	500	500	325	325
Adequate (Y/N)	Y	Y	N	Y
Background				
Cycle/Delay ¹ (sec)	130	130	160	160
Volume (vphpl)	225	385	278	53
95th %. Queue (veh/ln)	13	20	18	5
95th %. Queue ² (ft/ln)	325	500	450	125
Storage (ft/ln)	500	500	325	325
Adequate (Y/N)	Y	Y	N	Y
Background Plus Project				
Cycle/Delay ¹ (sec)	130	130	160	160
Volume (vphpl)	241	388	289	55
95th %. Queue (veh/ln)	14	20	19	5
95th %. Queue ² (ft/ln)	350	500	475	125
Storage (ft/ln)	500	500	325	325
Adequate (Y/N)	Y	Y	N	Y
<u>Notes:</u>				
WBL = westbound left turn movement, NBL = northbound left turn movement				
¹ Assumes 25 feet per vehicle queued.				
² Total storage length measured between 2 lanes.				
³ Total storage length does not include median break.				

Site Access and Circulation

A review of the project site plan was performed to determine if adequate 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 Form 4 Architecture, dated December 18, 2020, presented on Figure 2.

Vehicle Site Access

Vehicle access to and from the project site would be provided via one new right-turn only driveway on El Camino Real and one existing full access driveway on Hansen Way. Both driveways would provide access to the surface parking lot and the underground garage.

Project Driveway Design

The El Camino Real project driveway measures 26 feet wide, and the Hansen Way project driveway measures 25 feet wide. Both driveways would lead to the surface lot and a 24-foot-wide ramp to the garage. These widths are adequate for a two-way driveway and meet the City's minimum width requirement of 20 feet, as described in the City of Palo Alto's Zoning Ordinance, Section 36.32.80(e).

The project would relocate the existing right-turn only driveway on El Camino Real approximately 90 feet north. The driveway provides access to the adjacent development west of the project site with a drive aisle. The site plan shows the new El Camino Real driveway and drive aisle would connect to the adjacent property by relocating a few parking spaces. Therefore, access would be maintained for the adjacent property.

Sight Distance at Project Driveways

The proposed driveway locations were evaluated to determine if the sight distance would be adequate. Adequate sight distance reduces the likelihood of a collision at the driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrans for a given design speed.

According to the site plan, the landscape plan shows street trees would be added along the project frontage on Hansen Way and El Camino Real. The type and location of the street trees would be determined by the City at the implementation stage. Note that street trees have a high canopy and would not obstruct the view of drivers exiting the project driveways.

Hansen Way Driveway

The posted speed limit on Hansen Way is 30 mph. The Caltrans stopping sight distance is 250 feet (based on a design speed of 35 mph). Thus, a driver must be able to see 250 feet in both directions of Hansen Way to locate a sufficient gap to turn out of the driveway.

The existing driveway is located 150 feet west of El Camino Real. Vehicles turning from the traffic signal at El Camino Real to westbound Hansen Way are expected to travel at lower speeds while making turns. Given that vehicles turning onto Hansen Way from El Camino Real are more likely to travel at a speed of 10 mph, the recommended stopping sight distance would be 100 feet (based on a design speed of 15 mph). Thus, the sight distance (150 feet) for traffic turning from El Camino Real is adequate.

El Camino Real Driveway

The posted speed limit on El Camino Real is 35 mph. The Caltrans stopping sight distance is 300 feet (based on a design speed of 40 mph). Thus, a driver must be able to see 300 feet looking left on El Camino Real to locate a sufficient gap to turn out of the driveway, as the driveway would only allow exiting vehicles to make a right turn. The driveway would be located 310 feet south of Hansen Way, which is adequate for being able to see traffic turning from Hanson Way. However, on-street parking is allowed on El Camino Real near the proposed project driveway and could obstruct the vision of exiting drivers if there were cars parked next the driveway. Therefore, the project should provide at least 15 feet of red curb north of the driveway to prohibit parking.

Project Driveway Operations

Hansen Way Driveway

The trips that are estimated to occur at the Hansen Way driveway are 36 inbound trips and 7 outbound trips in the AM peak hour and 7 inbound trips and 37 outbound trips during the PM peak hour (see Figure 13). These include 20 new westbound left-turn trips in the AM peak hour and 4 new westbound left-turn trips in the PM peak hour. Because the driveway is close to the El Camino Real intersection, the westbound traffic on Hansen Way turning into the driveway could potentially be delayed and queued on the street if queues at El Camino Real extended past the driveway during red lights. The vehicle delay would be 7.4 seconds per vehicle in the AM peak hour and 8.0 seconds per vehicle in the PM peak hour for the westbound movement at the driveway. The short delay is not expected to affect traffic flow on westbound Hansen Way. The 95th percentile queue on eastbound Hansen Way at El Camino Real is not expected to reach the project driveway during the AM peak hour (see Table 10). The 95th percentile queue on eastbound Hansen Way would extend past the driveway during the PM peak hour; however, the project is expected to generate only 4 new westbound left turn trips during the PM peak hour, and any westbound queue at the driveway would not reach El Camino Real. Therefore, the project traffic is not expected to create any significant operational issues related to vehicle queuing at the driveway. Some minor on-site vehicle queuing could occur due to a combination of the inherent unpredictability of vehicle arrivals at the driveway and the random occurrence of gaps in traffic along Hansen Way. However, given the estimated 37 outbound trips in the PM peak hour at the driveway, which calculates to about one outbound trip every 97 seconds, the probability of two or more outbound vehicles exiting the site at the same time would be low. The maximum queue is not expected to affect on-site circulation. Additionally, vehicles turning right into the project site from Hansen Way may block the travel lane momentarily due to slowing down to turn into the driveway, but this would not have a significant effect on traffic operations.

Table 10
El Camino Real and Hansen Way Eastbound Queuing Analysis

Analysis Scenario	El Camino Real & Hansen Way			
	EBL		EBR	
	AM	PM	AM	PM
Background Plus Project				
Cycle (sec)	160	160	160	160
Volume (vphpl)	24	74	67	310
95th %. Queue (veh/ln)	3	7	6	20
95th %. Queue ¹ (ft/ln)	75	175	150	500
Storage ² (ft/ln)	150	150	150	150
Adequate (Y/N)	Y	N	Y	N

Notes:

EBL = eastbound left turn, EBR = eastbound right turn

¹ Assumes 25 feet per vehicle queued.

² Storage length is measured from the intersection to the project driveway.

El Camino Real Driveway

The estimated trips occurring at the El Camino Real driveway would be 16 inbound trips and 2 outbound trips during the AM peak hour and 3 inbound trips and 14 outbound trips during the PM peak hour (see Figure 13). Although there is a median opening for westbound left turn vehicles from Lambert Avenue, the opening is offset from the proposed driveway, and an existing “No Left or U Turn” sign is placed along northbound El Camino Real. Therefore, all trips would make a right turn into and out of the driveway. No operational issues related to vehicle queueing and vehicle delay for inbound and outbound traffic would occur at the driveway. Vehicles turning right into the project site from El Camino Real may impede flow in the travel lane momentarily due to slowing down to turn into the driveway, but this would not have a significant effect on traffic operations.

On-Site Circulation

The project would provide 90-degree uniform parking stalls throughout the surface lot and garage. The project proposes an internal drive aisle of 25 feet width within the surface lot and 24 feet width within the garage (see Figure 14), which are adequate to allow vehicles to maneuver in and out of 90-degree parking spaces.

On-site vehicle circulation was also evaluated to identify whether there are dead-end aisles within the surface lot and parking garage. 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. Both the surface lot and garage would not have any dead-end aisles. Thus, the project would provide adequate vehicle circulation.

Parking Stall Dimensions

Parking spaces are shown to be 18 feet long by 8.5 feet wide in the surface lot and 18 feet long by 9 feet wide in the garage. According to the City of Palo Alto Zoning Code all standard parking stalls should be at least 8.5 feet in width by 17.5 feet in length. The proposed parking space dimensions would meet the City requirements.

Truck Access and Circulation

Emergency response vehicles would access the project site from El Camino Real, Hansen Way, and the project driveways.

Based on the Palo Alto Zoning Code, Section 18.52.040, the project is required to provide one loading space. The site plan indicates one loading zone along the drive aisle from the El Camino Real driveway, in front of the building. The loading zone could be accessed from both project driveways.

The project would provide one trash and recycling enclosure in the southwest corner of the surface parking lot. It is expected that trash bins would be towed from the trash enclosures to the loading area, which would be used as trash staging on garbage collection days. Therefore, trash collection would occur on-site.

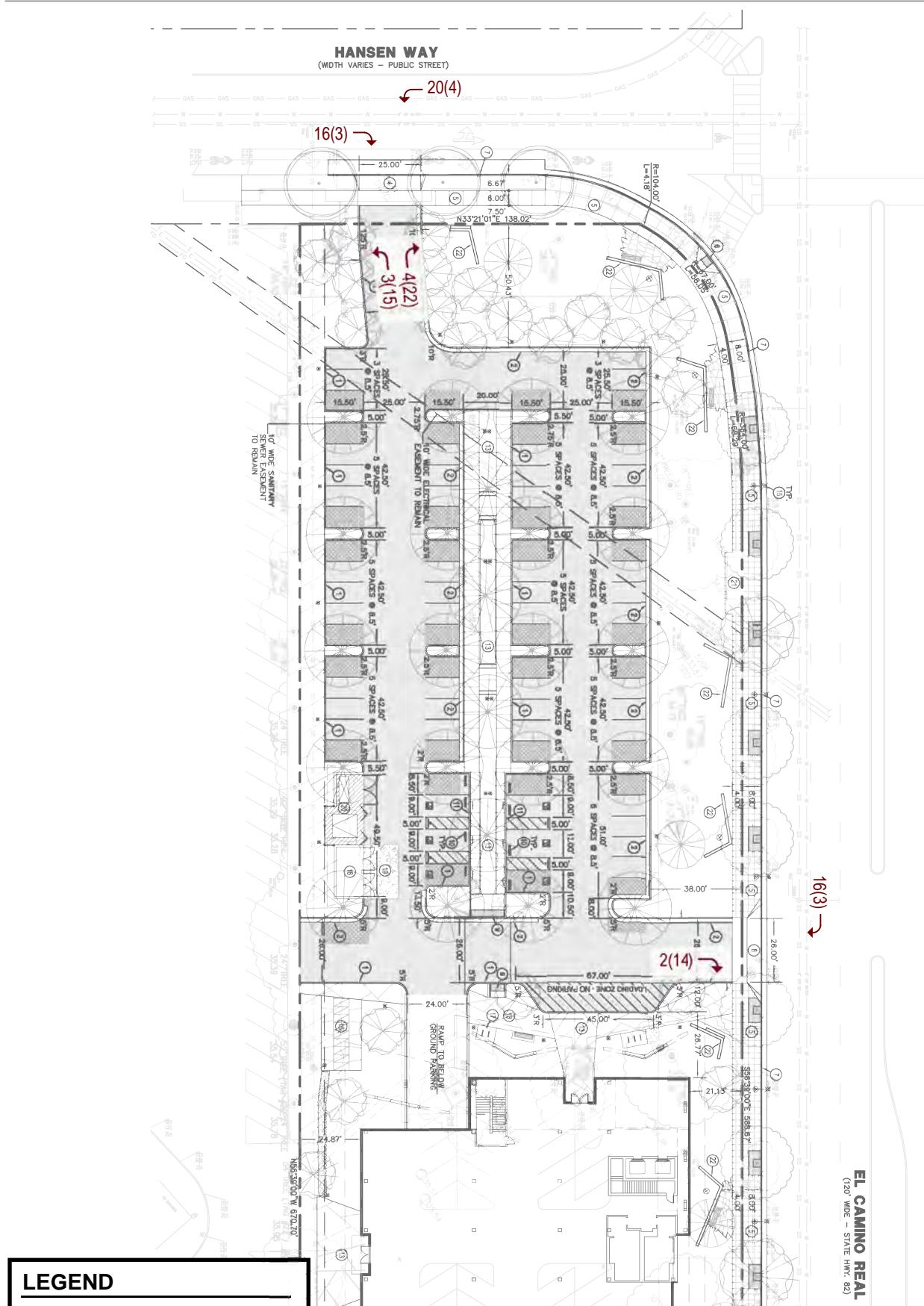


Figure 13
Project Trips at Driveways

LEGEND

XX(XX) = AM(PM) Peak-Hour Trips



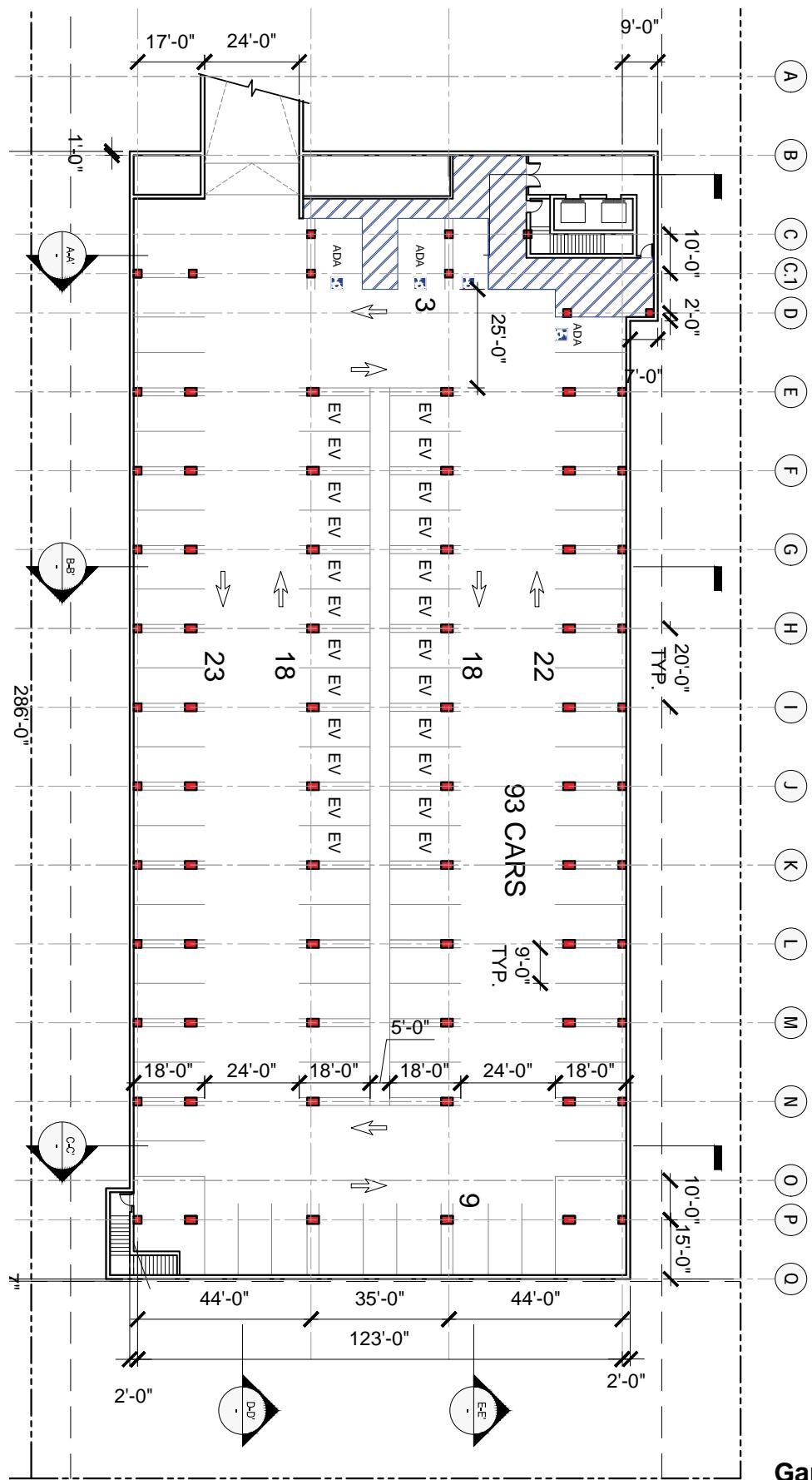


Figure 14 Garage Site Plan

Pedestrian, Bicycle, and Transit Facility Assessment

The following describes the existing and future 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. As discussed below, the project would not cause any adverse effects to the existing or planned pedestrian, bicycle, and transit facilities.

Pedestrian Facilities

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 study intersections.

Pedestrian access to the project site is provided via sidewalks on Hansen Way, El Camino Real, and surrounding streets. The project would provide a 6.5-foot sidewalk with an additional 5 feet of landscaping between the sidewalk and street along the project frontage on El Camino Real and a 6-foot sidewalk with an additional 6 feet of landscaping between the sidewalk and street along the project frontage on Hansen Way. This would improve pedestrian comfort compared to the 8-foot and 6-foot attached sidewalks currently in place on El Camino Real and Hansen Way, respectively. Pedestrian walkways would be provided through the site that provide pedestrian access from El Camino Real to the office building, amenities, and courtyards on site.

According to the *Palo Alto 2030 Comprehensive Plan*, a neighborhood is walkable when an area is designed and constructed in such a way to provide and encourage pleasant, easy, and efficient pedestrian movement. 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 many restaurants, retail stores, and bus stops along El Camino Real. Within a mile, there are many restaurants and retail stores along California Avenue, as well as the California Avenue Caltrain Station.

Curb ramps are present along all the intersections on El Camino Real between Ventura Avenue and California Avenue. Many intersections along El Camino Real have at least one corner that meets current ADA standards, such as truncated domes and adequate curb ramp slopes, including the southeast corner of El Camino Real/Page Mill Road, the southwest corner of El Camino Real/Hansen Way, and the southwest and southeast corners of El Camino Real/Fernando Avenue. The intersection of Hansen Way/Page Mill Road also includes truncated domes and curb ramps along all four corners of the intersection. 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.

Bicycle Facilities

There are bike lanes on Hansen Way and Page Mill Road that connect cyclists from the project site to the surrounding areas. According to the *Palo Alto Bike and Pedestrian Transportation Plan*, Class II bike lanes are planned along El Camino Real between Page Mill Road and Maybell Avenue. The project design is consistent with the planned bike lanes on El Camino Real, as the project does not plan to make changes other than widening the sidewalk along the project frontage on El Camino Real.

The project would provide secure bicycle storage for employees in bike lockers along the west side of the site in front of the building. A pedestrian walkway would be provided between the long-term bicycle storage and the building entrances along the west side of the building. However, there would not be a pedestrian connection between the bike lockers and the lobby entrance. The project would also provide bike racks near the building entrance. A pedestrian walkway would be provided in front of the bike racks to the building lobby.

It is expected that the project would generate some bicycle trips, which could utilize the existing bike lanes on surrounding streets to get to nearby residential areas. According to the 2019 American Community Survey for the Census, the proportion of Palo Alto residents that bicycle to work is about 10 percent, which equates to 6 new bicycle trips during the AM and PM peak hours for the project.

Transit Services

The project site is served by VTA Routes 22, 101, 102, and 103 with bus stops located along the project frontages on El Camino Real and along Hansen Way.

It is expected that the project would generate some transit trips to residential areas and other nearby commercial destinations. According to the 2019 American Community Survey for the Census, approximately 8 percent of commute trips in Palo Alto use public transit. This calculates to 5 new transit riders during the AM and PM peak hours for the project. This new ridership generated by the project could be accommodated by the existing services.

Due to the small number of new vehicle trips generated by the project, the project would result in a minimal increase in vehicle delay at the study intersections and would not cause a noticeable change in transit travel time and vehicle delay for the bus routes in the study area.

Parking

Vehicle Parking

The vehicle parking requirement for the project was calculated based on the City of Palo Alto Zoning Code, which requires one space per 300 s.f. of gross floor area for office space. Therefore, the project requires 168 parking spaces, based on 50,355 s.f. of office space. The project would provide 173 parking spaces (80 spaces in the surface lot and 93 spaces in the garage). Thus, the project would exceed the City's requirement.

The project site is currently developed as a surface parking lot that is used by the adjacent property at 611 Hansen Way. However, 611 Hansen Way can comply with the parking requirement without the site. The City previously approved a parking strategy under 12PLN-00216 for a 20% parking reduction for 611 Hansen Way through the implementation of a TDM plan in order to bring the site into compliance with the City's parking requirements. As a result, modifying the project site would not cause the adjacent property to become deficient in its own parking requirement.

Bicycle Parking

The bicycle parking requirement for the project was calculated based on the City of Palo Alto Zoning Code. The bicycle parking requirement is one secure bicycle parking space per 3,000 s.f. of office space. Eighty percent of the bicycle parking spaces are required to be long-term spaces, and 20 percent of the spaces are required to be short-term spaces. The project would be required to provide 17 bicycle parking spaces (14 long-term spaces and 3 short-term spaces), based on 50,355 s.f. of office space. The project would provide 28 bicycle parking spaces (18 long term spaces and 10 short-term spaces), which would meet the City's requirements.

3300 El Camino Real Office Development Transportation Analysis

Technical Appendices

April 20, 2022

Appendix A

BAAQMD TDM Tool Outputs

Input Page

General Inputs

compact infill	Project Location
-	Total Project Unmitigated VMT
100%	Percentage of work related VMT ¹

yes	Implementing strategy?
73	# of ... jobs per job acre
Density	
Design	
Diversity	
Destination Accessibility	
yes	Implementing strategy?
0.8	distance (in miles) to transit station
Transit Accessibility	
Below Market Rate (BMR) Housing	

Land Use / Location Strategies

Pedestrian Network
Traffic Calming
NEV Network
Carshare Program

Neighborhood / Site Enhancements Strategies

Parking Supply Limits
Unbundle Parking Costs
On-Street Market Pricing

Parking Policy / Pricing Strategies

Network Expansion
Service Frequency/Speed
Bus Rapid Transit

Transit System Improvements Strategies

yes	Implementing strategy?
100%	percentage of employees eligible
CTR Program - Required	
CTR Program - Voluntary	
no	Implementing strategy?

100% percentage of employees eligible
\$ 5.96 amount of transit subsidy per passenger (daily equivalent)

Transit Fare Subsidy

Employee Parking Cash-Out

Workplace Parking Pricing

yes Implementing strategy?
25% percentage of employees participating
4-day/40-hour work week strategy implemented

Alternative Work Schedules and Telecommute Program

yes Implementing strategy?
100% percentage of employees eligible

CTR Marketing

Employer Sponsored Vanpool/Shuttle

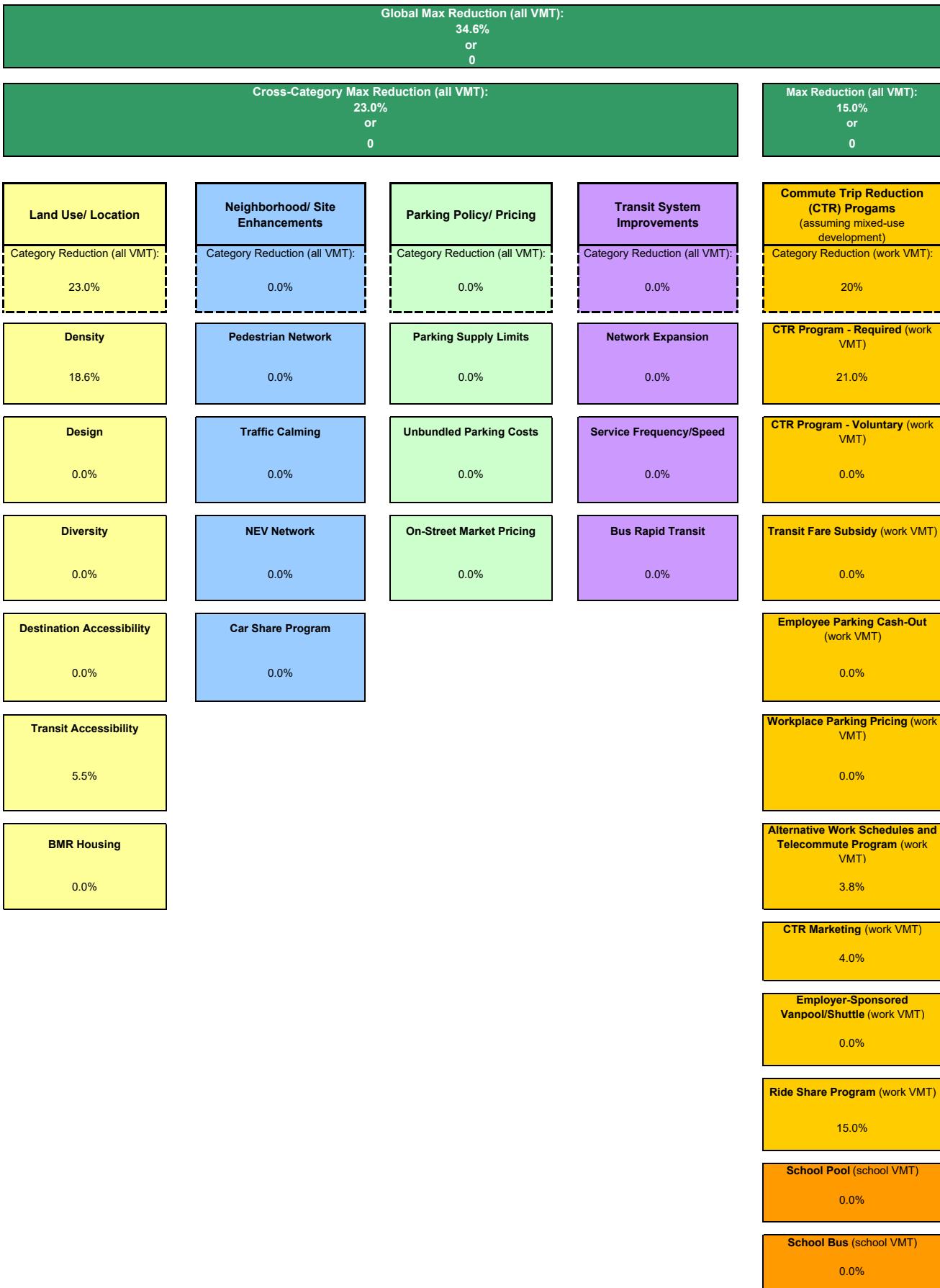
yes Implementing strategy?
100% percentage of employees eligible

Ride-Share Program

School Pool

School Bus

Commute Trip Reduction (CTR) Programs Strategies



Appendix B

Traffic Counts

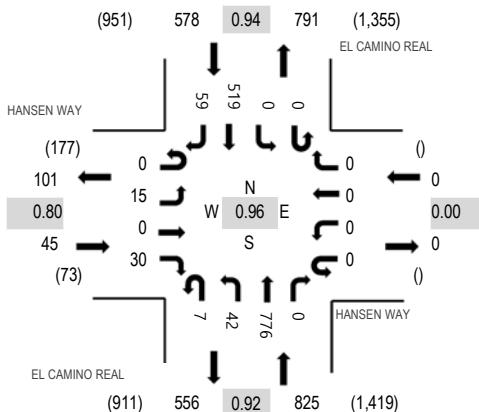
Location: 1 EL CAMINO REAL & HANSEN WAY AM

Date: Wednesday, May 5, 2021

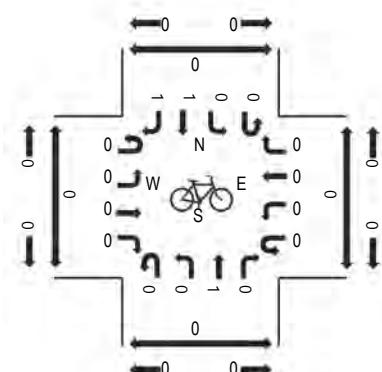
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

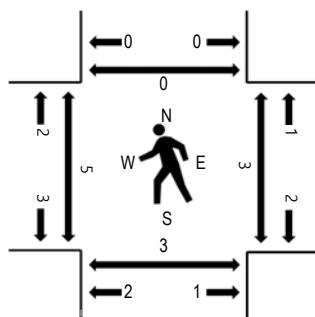
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HANSEN WAY Eastbound				HANSEN WAY Westbound				EL CAMINO REAL Northbound				EL CAMINO REAL 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		West	East	South	North	
7:00 AM	0	2	0	6	0	0	0	0	2	4	90	0	0	0	50	9	163	1,031	0	0	0	
7:15 AM	0	2	0	7	0	0	0	0	0	5	121	0	0	0	0	73	8	216	1,242	2	0	0
7:30 AM	0	0	0	5	0	0	0	0	0	9	169	0	0	0	0	96	18	297	1,366	0	3	0
7:45 AM	0	2	0	12	0	0	0	0	2	6	180	0	0	0	0	131	22	355	1,448	2	1	2
8:00 AM	0	4	0	6	0	0	0	0	0	10	209	0	0	0	0	138	7	374	1,412	0	1	0
8:15 AM	0	4	0	6	0	0	0	0	4	9	180	0	0	0	0	122	15	340		2	0	0
8:30 AM	0	5	0	6	0	0	0	0	1	17	207	0	0	0	0	128	15	379		1	1	1
8:45 AM	0	0	0	6	0	0	0	0	0	14	180	0	0	0	0	110	9	319		3	2	1

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	2	13	0	0	0	9	0	24
Lights	0	13	0	29	0	0	0	0	7	40	741	0	0	0	0	495	55	1,380
Mediums	0	2	0	1	0	0	0	0	0	0	22	0	0	0	0	15	4	44
Total	0	15	0	30	0	0	0	0	7	42	776	0	0	0	0	519	59	1,448

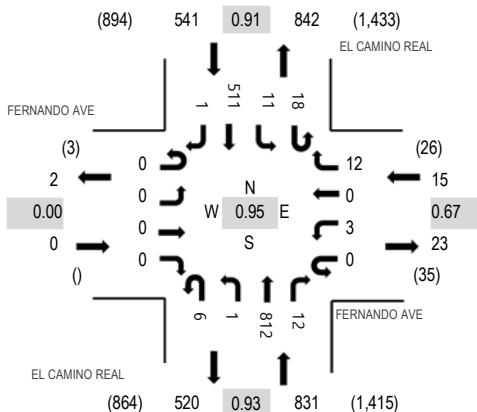
Location: 2 EL CAMINO REAL & FERNANDO AVE AM

Date: Wednesday, May 5, 2021

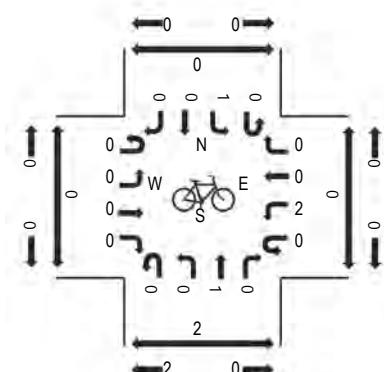
Peak Hour: 07:45 AM - 08:45 AM

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

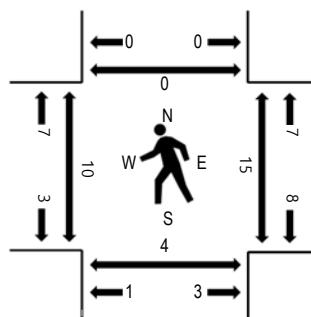
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FERNANDO AVE Eastbound				FERNANDO AVE Westbound				EL CAMINO REAL Northbound				EL CAMINO REAL 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		West	East	South	North	
7:00 AM	0	0	0	0	0	0	0	2	1	0	89	1	2	1	51	0	147	956	1	3	3	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	129	0	1	1	70	0	204	1,174	1	2	2	0
7:30 AM	0	0	0	0	0	0	0	2	4	0	163	2	2	1	104	0	278	1,331	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	2	3	1	193	1	4	4	118	0	327	1,387	3	8	1	0
8:00 AM	0	0	0	0	0	1	0	5	3	0	203	4	5	3	141	0	365	1,379	3	1	0	0
8:15 AM	0	0	0	0	0	0	0	2	0	0	218	5	7	2	126	1	361		3	1	1	0
8:30 AM	0	0	0	0	0	1	0	3	0	0	198	2	2	2	126	0	334		1	5	2	0
8:45 AM	0	0	0	0	0	0	1	3	0	0	193	2	3	4	113	0	319		4	4	3	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	16	0	0	0	9	0	25
Lights	0	0	0	0	0	3	0	11	4	1	776	11	18	11	490	1	1,326
Mediums	0	0	0	0	0	0	1	2	0	20	1	0	0	12	0	36	
Total	0	0	0	0	0	3	0	12	6	1	812	12	18	11	511	1	1,387

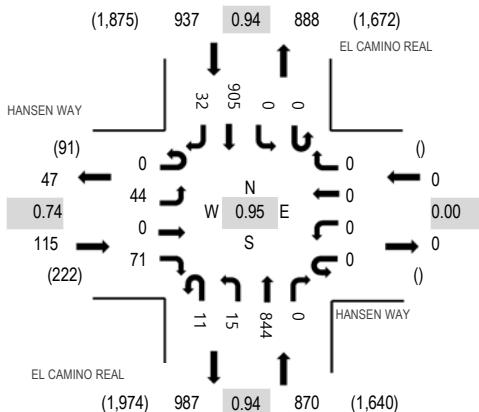
Location: 1 EL CAMINO REAL & HANSEN WAY PM

Date: Wednesday, May 5, 2021

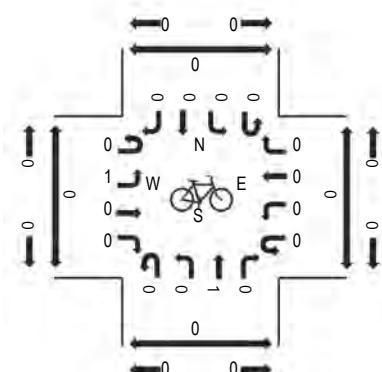
Peak Hour: 04:30 PM - 05:30 PM

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

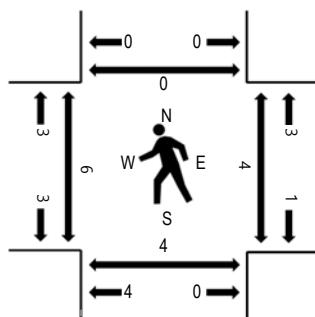
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HANSEN WAY Eastbound				HANSEN WAY Westbound				EL CAMINO REAL Northbound				EL CAMINO REAL 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		West	East	South	North	
4:00 PM	0	12	0	28	0	0	0	0	2	6	210	0	0	0	0	226	4	488	1,874	0	0	
4:15 PM	0	6	0	16	0	0	0	0	2	4	168	0	0	0	0	233	7	436	1,891	3	0	
4:30 PM	0	14	0	21	0	0	0	0	2	3	227	0	0	0	0	209	7	483	1,922	0	0	
4:45 PM	0	7	0	14	0	0	0	0	2	4	207	0	0	0	0	229	4	467	1,902	2	0	
5:00 PM	0	17	0	17	0	0	0	0	4	4	202	0	0	0	0	249	12	505	1,863	3	3	
5:15 PM	0	6	0	19	0	0	0	0	3	4	208	0	0	0	0	218	9	467	1	1	1	0
5:30 PM	0	16	0	13	0	0	0	0	0	3	170	0	0	0	0	254	7	463	1	0	0	0
5:45 PM	0	4	0	12	0	0	0	0	0	7	198	0	0	0	0	201	6	428	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	
Lights	0	36	0	67	0	0	0	0	11	15	832	0	0	0	0	896	31	1,888
Mediums	0	8	0	4	0	0	0	0	0	0	4	0	0	0	0	2	19	
Total	0	44	0	71	0	0	0	0	11	15	844	0	0	0	0	905	32	1,922

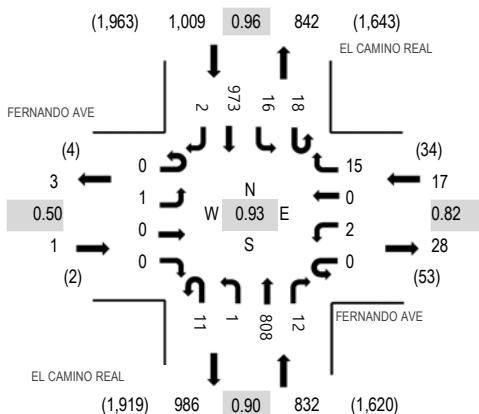
Location: 2 EL CAMINO REAL & FERNANDO AVE PM

Date: Wednesday, May 5, 2021

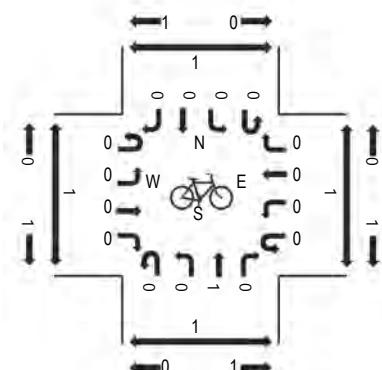
Peak Hour: 04:30 PM - 05:30 PM

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

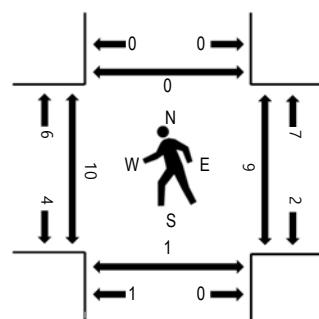
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	FERNANDO AVE Eastbound				FERNANDO AVE Westbound				EL CAMINO REAL Northbound				EL CAMINO REAL Southbound				Rolling Hour Total	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		West	East	South	North	
4:00 PM	0	0	0	0	0	1	0	3	3	0	213	1	1	5	228	0	455	1,809	0	2	0	0
4:15 PM	0	0	0	0	0	2	0	5	3	0	196	0	4	5	234	0	449	1,806	3	2	0	0
4:30 PM	0	0	0	0	0	0	0	7	4	0	211	1	2	5	223	0	453	1,859	1	2	0	0
4:45 PM	0	0	0	0	0	0	0	5	1	0	191	3	10	4	237	1	452	1,849	4	1	0	0
5:00 PM	0	1	0	0	0	0	0	2	2	1	182	5	4	3	252	0	452	1,810	2	5	1	0
5:15 PM	0	0	0	0	0	2	0	1	4	0	224	3	2	4	261	1	502		3	1	0	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	184	1	1	4	250	0	443		1	0	3	0
5:45 PM	0	0	0	1	0	1	0	2	0	1	186	0	3	9	210	0	413		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	7	0	0	0	5	0	12
Lights	0	1	0	0	0	2	0	15	11	1	796	12	18	16	962	2	1,836
Mediums	0	0	0	0	0	0	0	0	0	5	0	0	0	6	0	11	
Total	0	1	0	0	0	2	0	15	11	1	808	12	18	16	973	2	1,859

Appendix C

Volume Summary

Intersection Number:	1												
Traffic Node Number:	1104												
Intersection Name:	El Camino Real and Page Mill Road*												
Peak Hour:	AM												
Count Date:	10/31/17												
	Date of Analysis: 11/15/21												
Movements													
Scenario	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	305	549	346	139	1191	225	144	932	280	178	828	335	5452
Approved Project Trips													0
3877 El Camino Real	0	3	0	0	0	0	0	5	0	0	0	0	8
3265 El Camino Real	0	0	0	0	0	0	0	1	0	0	0	0	1
Stanford University Medical Center	48	37	11	19	10	0	0	67	1	1	3	64	261
1451-1601 California Avenue	0	0	0	0	1	0	0	1	1	3	4	0	10
Total Approved Project Trips	48	40	11	19	11	0	0	74	2	4	7	64	280
Background Conditions	353	589	357	158	1202	225	144	1006	282	182	835	399	5732
Proposed Project Trips	0	11	0	0	0	16	3	2	0	0	0	0	32
Existing + Project Conditions	305	560	346	139	1191	241	147	934	280	178	828	335	5484
	check												0
Background + Project Conditions	353	600	357	158	1202	241	147	1008	282	182	835	399	5764
	check												0
Pending Project Trips													
200 Portage Avenue	0	2	0	0	0	3	9	6	9	3	0	0	32
2951 El Camino Real	0	3	0	0	0	5	10	7	10	5	0	0	40
3585 El Camino Real	0	0	0	0	0	1	1	0	0	1	0	0	3
123 Sherman Avenue	0	0	0	0	0	1	1	0	0	1	0	0	3
Total Pending Trips	0	5	0	0	0	10	21	13	19	10	0	0	78
Cumulative No Proj Conditions	353	594	357	158	1202	235	165	1019	301	192	835	399	5810
Cumulative + Project Conditions	353	605	357	158	1202	251	168	1021	301	192	835	399	5842
	check												0
Movements													
Scenario	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	88	701	0	0	0	0	0	1642	278	67	0	21	2797
Approved Project Trips													0
3877 El Camino Real	0	3	0	0	0	0	0	5	0	0	0	0	8
3265 El Camino Real	0	0	0	0	0	0	0	1	0	0	0	0	1
Stanford University Medical Center	0	38	0	0	0	0	0	68	0	0	0	0	106
1451-1601 California Avenue	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Project Trips	0	44	0	0	0	0	0	76	0	0	0	0	120
Background Conditions	88	745	0	0	0	0	0	1718	278	67	0	21	2917
Proposed Project Trips	13	13	0	0	0	0	0	1	11	0	0	3	41
Existing + Project Conditions	101	714	0	0	0	0	0	1643	289	67	0	24	2838
	check												0
Background + Project Conditions	101	758	0	0	0	0	0	1719	289	67	0	24	2958
	check												0
Pending Project Trips													
200 Portage Avenue	0	6	0	0	0	0	0	2	0	0	0	0	8
2951 El Camino Real	0	7	0	0	0	0	0	3	0	0	0	0	10
3585 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	13	0	0	0	0	0	5	0	0	0	0	18
Cumulative No Proj Conditions	88	758	0	0	0	0	0	1723	278	67	0	21	2935
Cumulative + Project Conditions	101	771	0	0	0	0	0	1724	289	67	0	24	2976
	check												0

Intersection Number: **3**
 Traffix Node Number: **3**
 Intersection Name: Hansen Way and Page Mill Road
 Peak Hour: AM
 Count Date: 01/10/19 Date of Analysis: 11/15/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	0	2	9	1411	55	29	2	96	151	1426	9	3193
Approved Project Trips													0
3877 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3265 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
Stanford University Medical Center	0	0	0	0	59	0	0	0	0	0	68	0	127
1451-1601 California Avenue	0	0	0	0	1	0	0	0	0	0	7	0	8
Total Approved Project Trips	0	0	0	0	60	0	0	0	0	0	75	0	135
Background Conditions	3	0	2	9	1471	55	29	2	96	151	1501	9	3328
Proposed Project Trips	0	0	0	0	0	0	0	0	3	16	0	0	19
Existing + Project Conditions	3	0	2	9	1411	55	29	2	99	167	1426	9	3212
	check												0
Background + Project Conditions	3	0	2	9	1471	55	29	2	99	167	1501	9	3347
	check												0
Pending Project Trips													
200 Portage Avenue	0	0	0	0	0	0	0	0	0	0	3	0	3
2951 El Camino Real	0	0	0	0	0	0	0	0	0	0	5	0	5
3585 El Camino Real	0	0	0	0	0	0	0	0	0	0	1	0	1
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	10	0	10
Cumulative No Proj Conditions	3	0	2	9	1471	55	29	2	96	151	1511	9	3338
Cumulative + Project Conditions	3	0	2	9	1471	55	29	2	99	167	1511	9	3357
	check												0

Intersection Number: **4**
 Traffix Node Number: **4**
 Intersection Name: El Camino Real and Fernando Avenue
 Peak Hour: AM
 Count Date: 05/05/21 Date of Analysis: 11/15/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	2	968	55	23	0	6	23	1538	13	0	0	0	2628
Approved Project Trips													0
3877 El Camino Real	0	3	0	0	0	0	0	5	0	0	0	0	8
3265 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
Stanford University Medical Center	0	38	0	0	0	0	0	68	0	0	0	0	106
1451-1601 California Avenue	0	3	0	0	0	0	0	2	0	0	0	0	5
Total Approved Project Trips	0	44	0	0	0	0	0	75	0	0	0	0	119
Background Conditions	2	1012	55	23	0	6	23	1613	13	0	0	0	2747
Proposed Project Trips	0	2	1	0	0	0	0	11	0	0	0	0	14
Existing + Project Conditions	2	970	56	23	0	6	23	1549	13	0	0	0	2642
	check												0
Background + Project Conditions	2	1014	56	23	0	6	23	1624	13	0	0	0	2761
	check												0
Pending Project Trips													
200 Portage Avenue	0	6	0	0	0	0	0	2	0	0	0	0	8
2951 El Camino Real	0	7	0	0	0	0	0	3	0	0	0	0	10
3585 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	13	0	0	0	0	0	5	0	0	0	0	18
Cumulative No Proj Conditions	2	1025	55	23	0	6	23	1618	13	0	0	0	2765
Cumulative + Project Conditions	2	1027	56	23	0	6	23	1629	13	0	0	0	2779
	check												0

Intersection Number:	1												
Traffic Node Number:	1104												
Intersection Name:	EI Camino Real and Page Mill Road*												
Peak Hour:	PM												
Count Date:	10/30/18												
Date of Analysis:	11/15/21												
Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total
RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	253	1298	451	121	846	385	270	751	241	237	1153	313	6319
Approved Project Trips													0
3877 EI Camino Real	0	7	0	0	0	0	0	6	0	0	0	0	13
3265 EI Camino Real	0	1	0	0	0	0	0	1	0	0	0	0	2
Stanford University Medical Center	67	69	24	20	5	0	0	52	1	1	9	58	306
1451-1601 California Avenue	0	0	0	0	6	0	0	5	5	2	3	0	21
Total Approved Trips	67	77	24	20	11	0	0	64	6	3	12	58	342
Background Conditions	320	1375	475	141	857	385	270	815	247	240	1165	371	6661
Proposed Project Trips	0	2	0	0	0	3	15	10	0	0	0	0	30
Existing + Project Conditions	253	1300	451	121	846	388	285	761	241	237	1153	313	6349
	check												0
Background + Project Conditions	320	1377	475	141	857	388	285	825	247	240	1165	371	6691
	check												0
Pending Project Trips													
200 Portage Avenue	0	6	0	0	0	9	5	4	5	9	0	0	38
2951 EI Camino Real	0	7	0	0	0	11	8	5	8	11	0	0	50
3585 EI Camino Real	0	0	0	0	0	0	1	0	1	0	0	0	2
123 Sherman Avenue	0	0	0	0	0	0	1	0	1	0	0	0	2
Total Pending Trips	0	13	0	0	0	20	15	9	15	20	0	0	92
Cumulative No Proj Conditions	320	1388	475	141	857	405	285	824	262	260	1165	371	6753
Cumulative + Project Conditions	320	1390	475	141	857	408	300	834	262	260	1165	371	6783
	check												0
Intersection Number:	2												
Traffic Node Number:	2												
Intersection Name:	EI Camino Real and Hansen Way												
Peak Hour:	PM												
Count Date:	01/10/19												
Date of Analysis:	11/15/21												
Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			Total
RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT		
Existing Conditions	38	1693	0	0	0	0	0	1328	52	307	0	55	3473
Approved Project Trips													0
3877 EI Camino Real	0	7	0	0	0	0	0	6	0	0	0	0	13
3265 EI Camino Real	0	1	0	0	0	0	0	1	1	0	0	0	3
Stanford University Medical Center	0	70	0	0	0	0	0	53	0	0	0	0	123
1451-1601 California Avenue	0	2	0	0	0	0	0	10	0	0	0	0	12
Total Approved Trips	0	80	0	0	0	0	0	70	1	0	0	0	151
Background Conditions	38	1773	0	0	0	0	0	1398	53	307	0	55	3624
Proposed Project Trips	3	3	0	0	0	0	0	6	2	3	0	19	36
Existing + Project Conditions	41	1696	0	0	0	0	0	1334	54	310	0	74	3509
	check												0
Background + Project Conditions	41	1776	0	0	0	0	0	1404	55	310	0	74	3660
	check												0
Pending Project Trips													
200 Portage Avenue	0	4	0	0	0	0	0	6	0	0	0	0	10
2951 EI Camino Real	0	5	0	0	0	0	0	7	0	0	0	0	12
3585 EI Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	9	0	0	0	0	0	13	0	0	0	0	22
Cumulative No Proj Conditions	38	1782	0	0	0	0	0	1411	53	307	0	55	3646
Cumulative + Project Conditions	41	1785	0	0	0	0	0	1417	55	310	0	74	3682
	check												0

Intersection Number: 3
 Traffix Node Number: 3
 Intersection Name: Hansen Way and Page Mill Road
 Peak Hour: PM
 Count Date: 01/10/19

Date of Analysis: 11/15/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	3	0	0	0	1193	45	101	0	108	159	1428	3	3040
Approved Project Trips													0
3877 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
3265 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
Stanford University Medical Center	0	0	0	0	73	0	0	0	0	0	68	0	141
1451-1601 California Avenue	0	0	0	0	6	0	0	0	0	0	5	0	11
Total Approved Trips	0	0	0	0	79	0	0	0	0	0	73	0	152
Background Conditions	3	0	0	0	1272	45	101	0	108	159	1501	3	3192
Proposed Project Trips	0	0	0	0	0	0	0	0	15	3	0	0	18
Existing + Project Conditions	3	0	0	0	1193	45	101	0	123	162	1428	3	3058
	check												0
Background + Project Conditions	3	0	0	0	1272	45	101	0	123	162	1501	3	3210
	check												0
Pending Project Trips													
200 Portage Avenue	0	0	0	0	0	0	0	0	0	0	9	0	9
2951 El Camino Real	0	0	0	0	0	0	0	0	0	0	11	0	11
3585 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	0	0	0	0	0	0	20	0	20
Cumulative No Proj Conditions	3	0	0	0	1272	45	101	0	108	159	1521	3	3212
Cumulative + Project Conditions	3	0	0	0	1272	45	101	0	123	162	1521	3	3230
	check												0

Intersection Number: 4
 Traffix Node Number: 4
 Intersection Name: El Camino Real and Fernando Avenue
 Peak Hour: PM
 Count Date: 05/05/21

Date of Analysis: 11/15/21

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	1724	60	27	0	4	21	1431	21	0	0	0	3292
Approved Project Trips													0
3877 El Camino Real	0	7	0	0	0	0	0	6	0	0	0	0	13
3265 El Camino Real	0	1	1	0	0	0	0	0	0	0	0	0	2
Stanford University Medical Center	0	70	0	0	0	0	0	53	0	0	0	0	123
1451-1601 California Avenue	0	2	0	0	0	0	0	10	0	0	0	0	12
Total Approved Trips	0	80	1	0	0	0	0	69	0	0	0	0	150
Background Conditions	4	1804	61	27	0	4	21	1500	21	0	0	0	3442
Proposed Project Trips	0	10	6	0	0	0	0	2	0	0	0	0	18
Existing + Project Conditions	4	1734	66	27	0	4	21	1433	21	0	0	0	3310
	check												0
Background + Project Conditions	4	1814	67	27	0	4	21	1502	21	0	0	0	3460
	check												0
Pending Project Trips													
200 Portage Avenue	0	4	0	0	0	0	0	6	0	0	0	0	10
2951 El Camino Real	0	5	0	0	0	0	0	7	0	0	0	0	12
3585 El Camino Real	0	0	0	0	0	0	0	0	0	0	0	0	0
123 Sherman Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	9	0	0	0	0	0	13	0	0	0	0	22
Cumulative No Proj Conditions	4	1813	61	27	0	4	21	1513	21	0	0	0	3464
Cumulative + Project Conditions	4	1823	67	27	0	4	21	1515	21	0	0	0	3482
	check												0

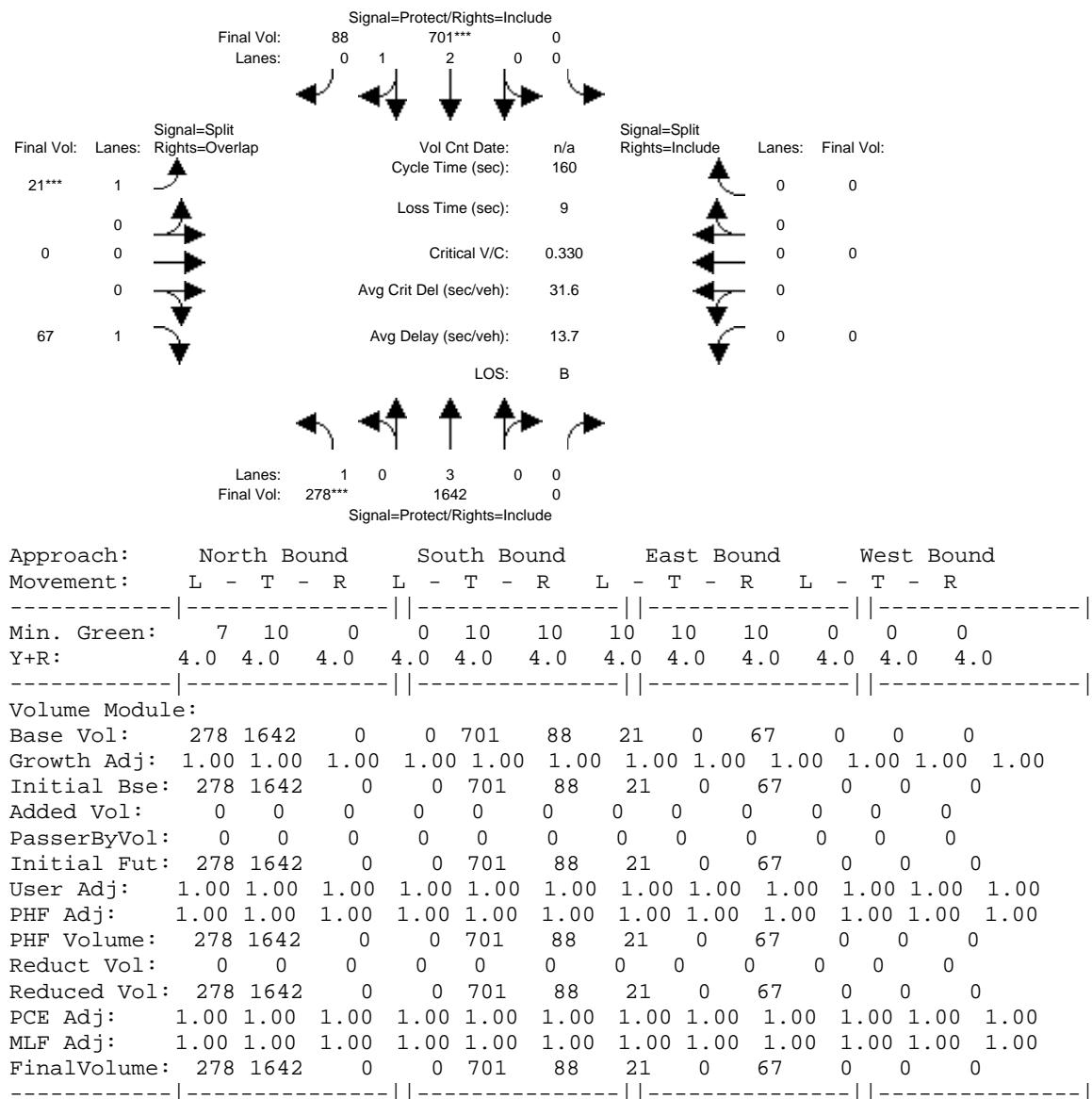
Appendix D

Level of Service Calculations

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #2: El Camino Real/Hansen Way



Saturation Flow Module:

Saturation Flow Results														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.92	1.00	0.92	0.92
Lanes:	1.00	3.00	0.00	0.00	2.65	0.35	1.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	4975	624	1750	0	1750	0	0	0	0	0

-----|-----

Capacity Analysis Module:

Green Time: 74.7 141 0.0 0.0 66.3 66.3 10.0 0.0 0.0 84.7 0.0 0.0 0.0 0

Green time: 74.7 141 0.0 0.0 66.3 66.3 10.0 0.0 84.7 0.0 0.0 0.0

Volume/Cap: 0.34 0.33 0.00 0.00 0.34 0.34 0.19 0.00 0.07 0.00 0.00 0.00

Delay/Veh: 27.3 1.6 0.0 0.0 32.0 32.0 72.0 0.0 18.4 0.0 0.0 0.0

AdjDel/Veh: 27.3 1.6 0.0 0.0 32.0 32.0 72.0 0.0 18.4 0.0 0.0 0.0

LOS by Move: C A A A C- C- E A B- A A A

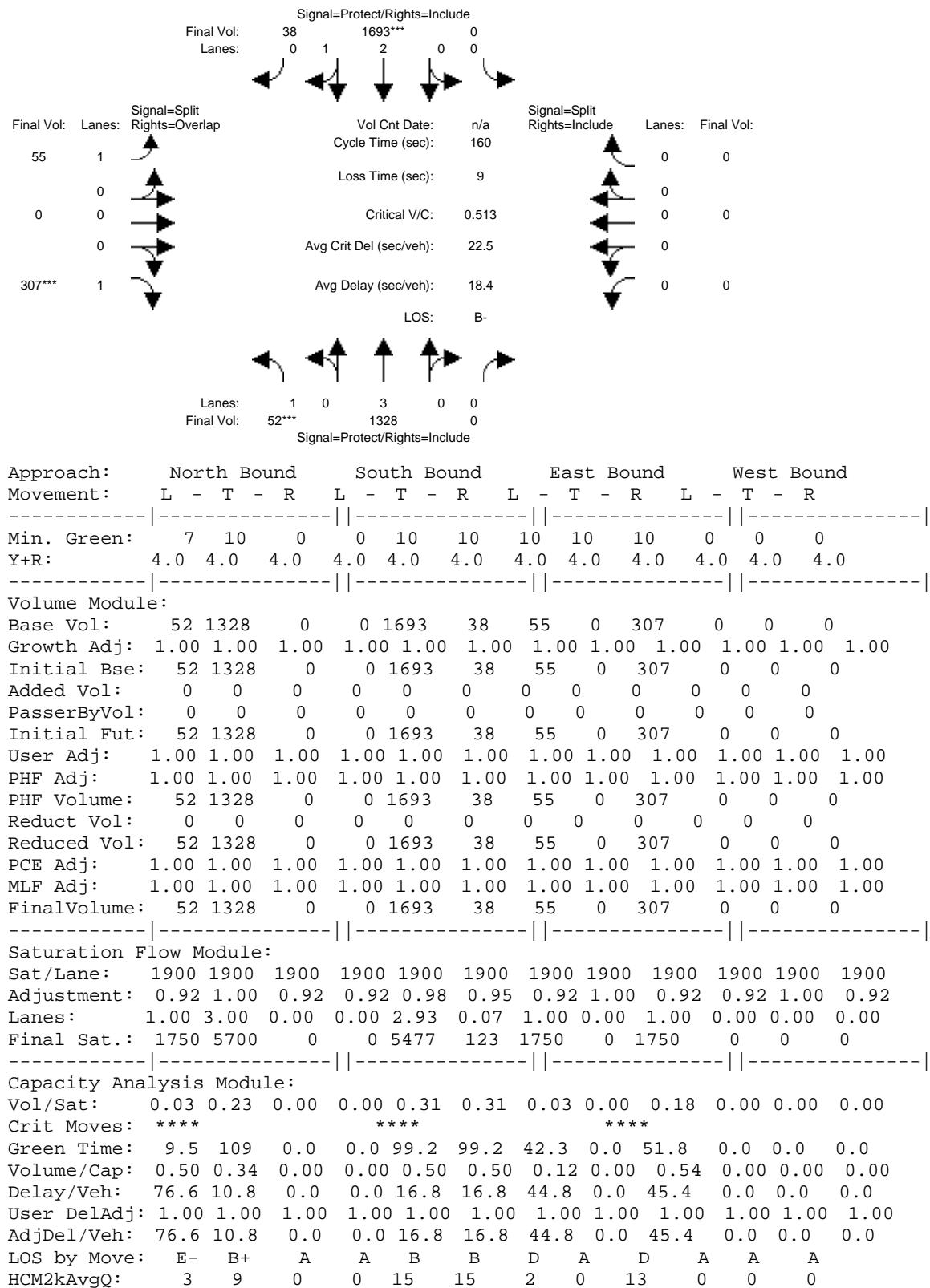
HCM2kAvgQ: 9 5 0 0 9 9 1 0 2 0 0 0

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

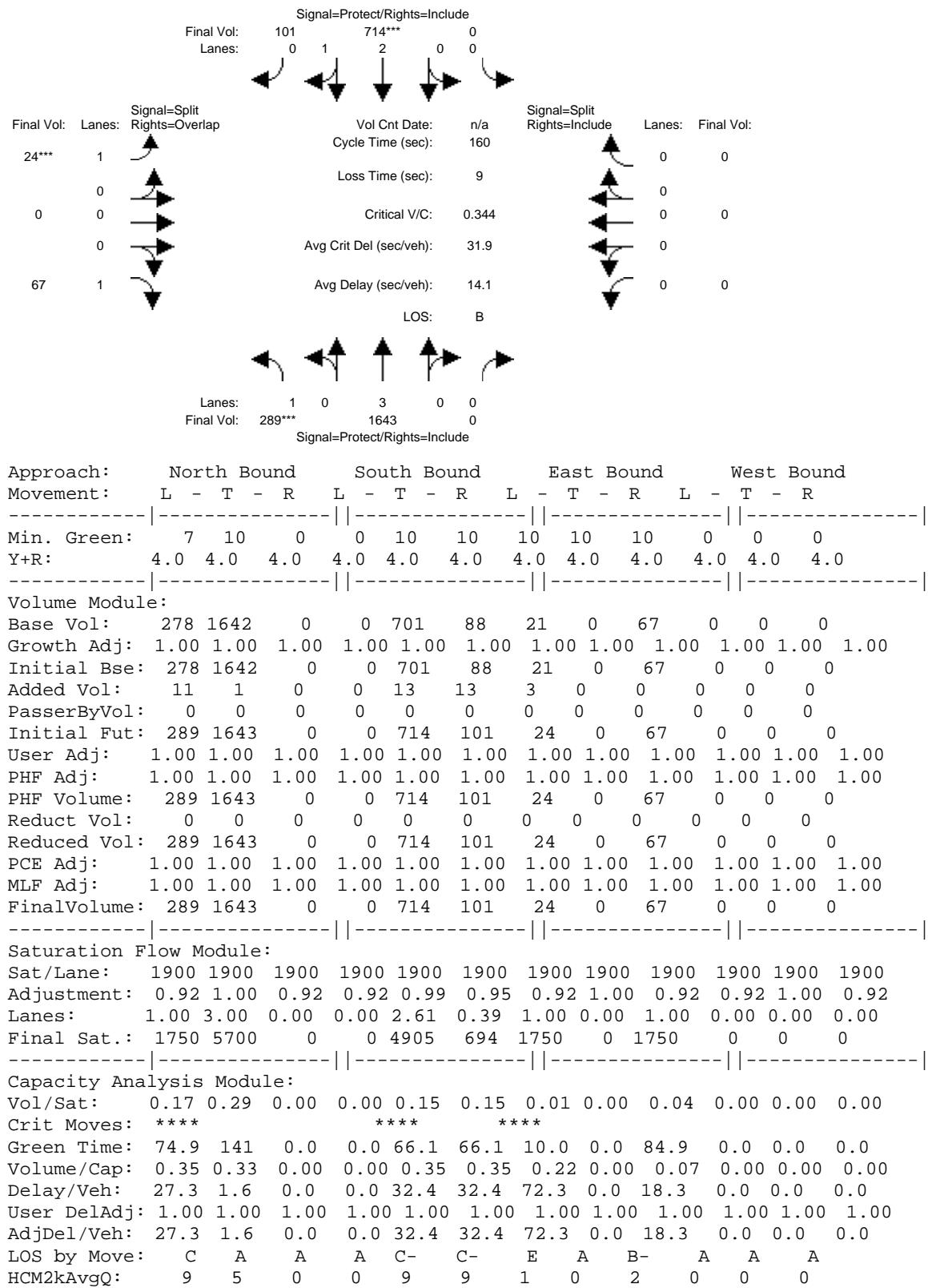
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #2: El Camino Real/Hansen Way

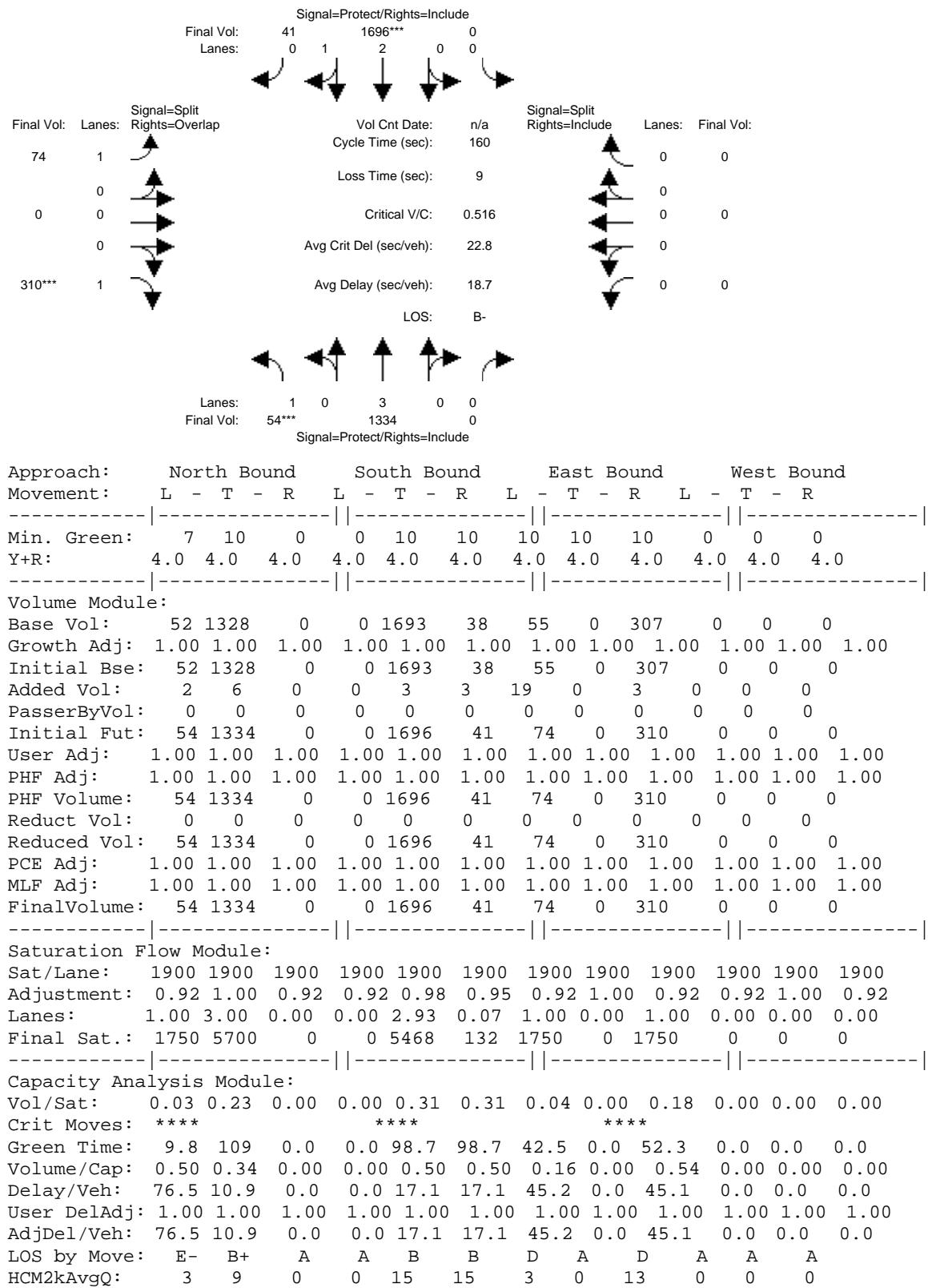


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

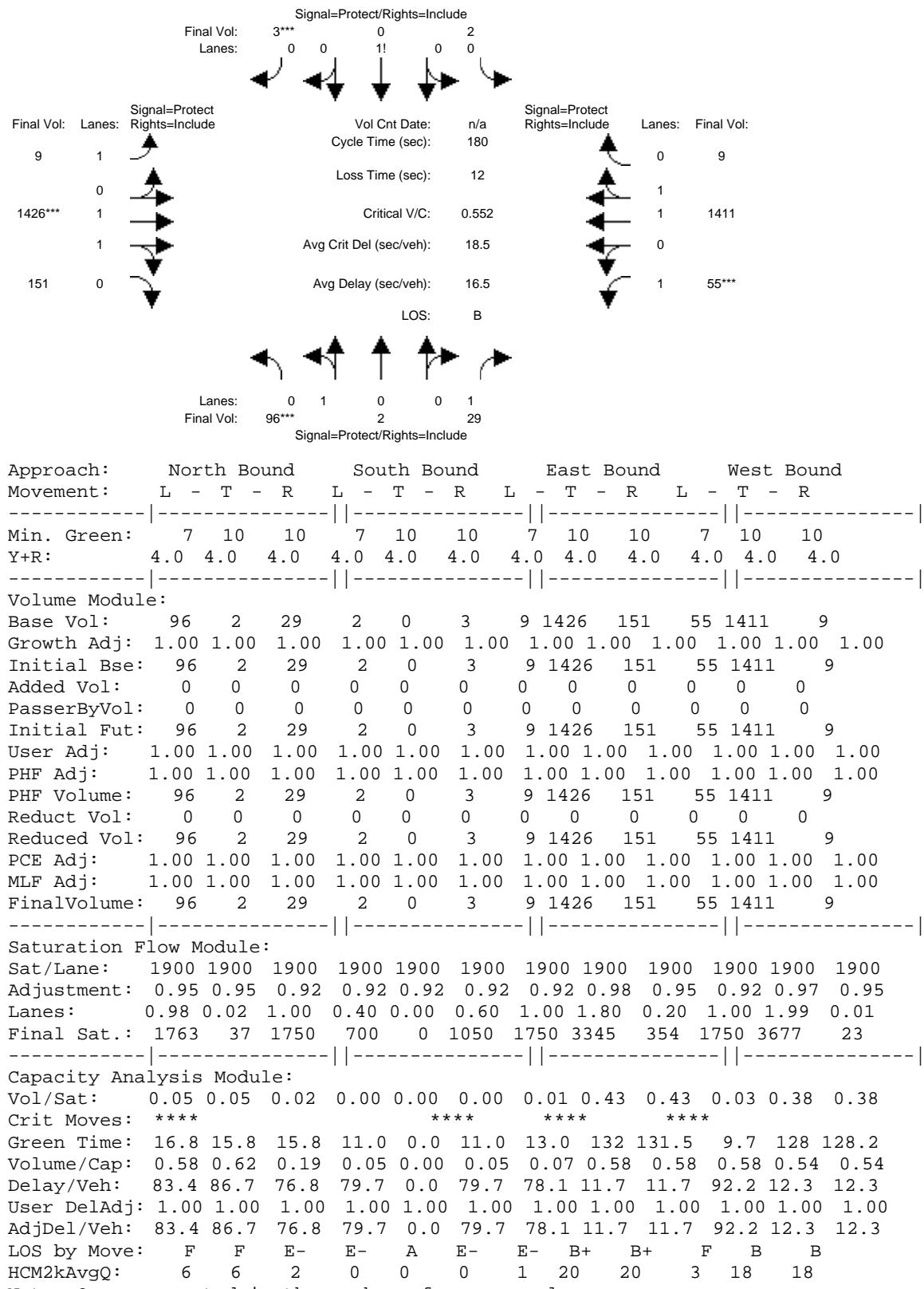
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #3: Hansen Way/Page Mill Rd

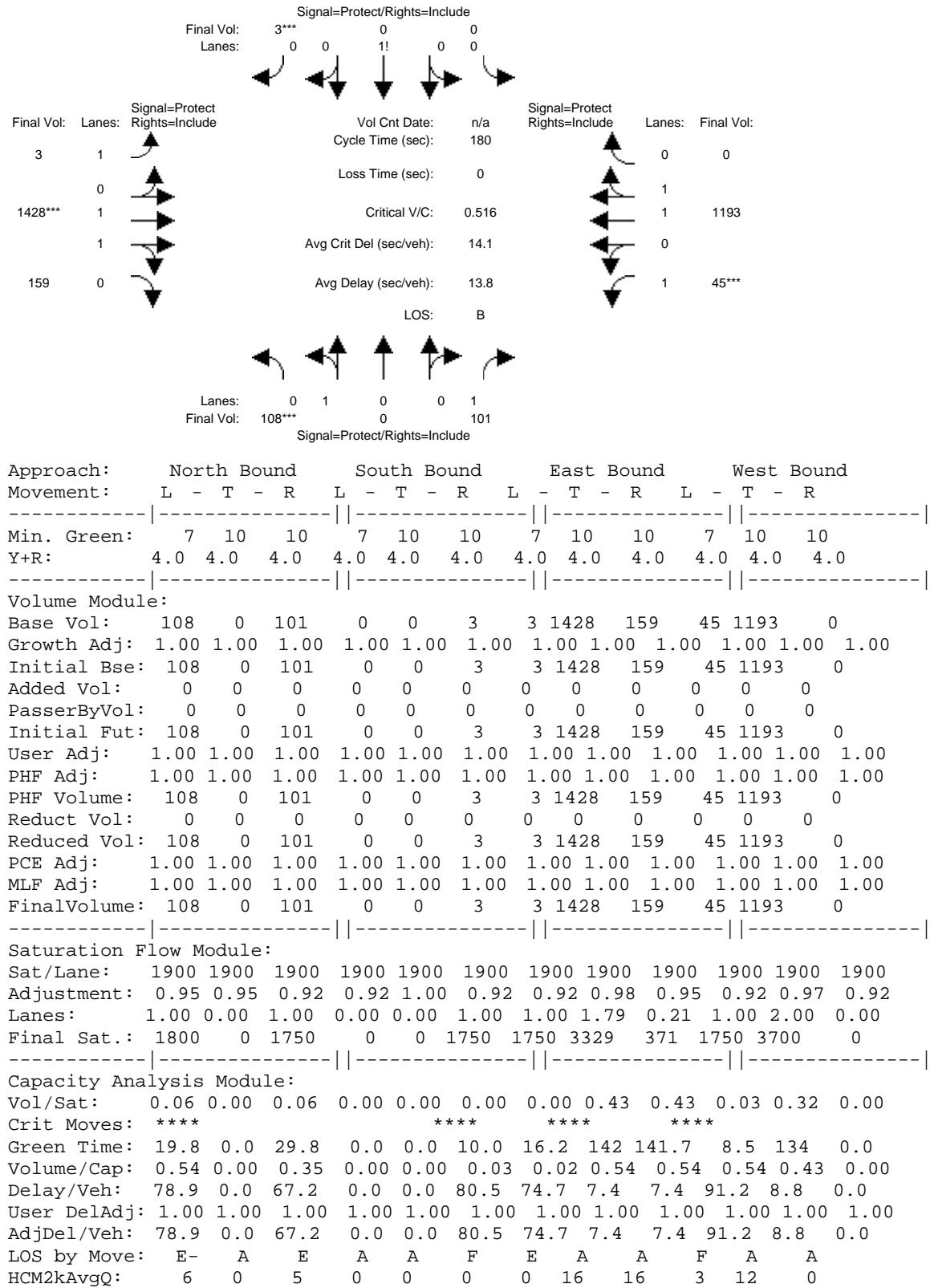


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

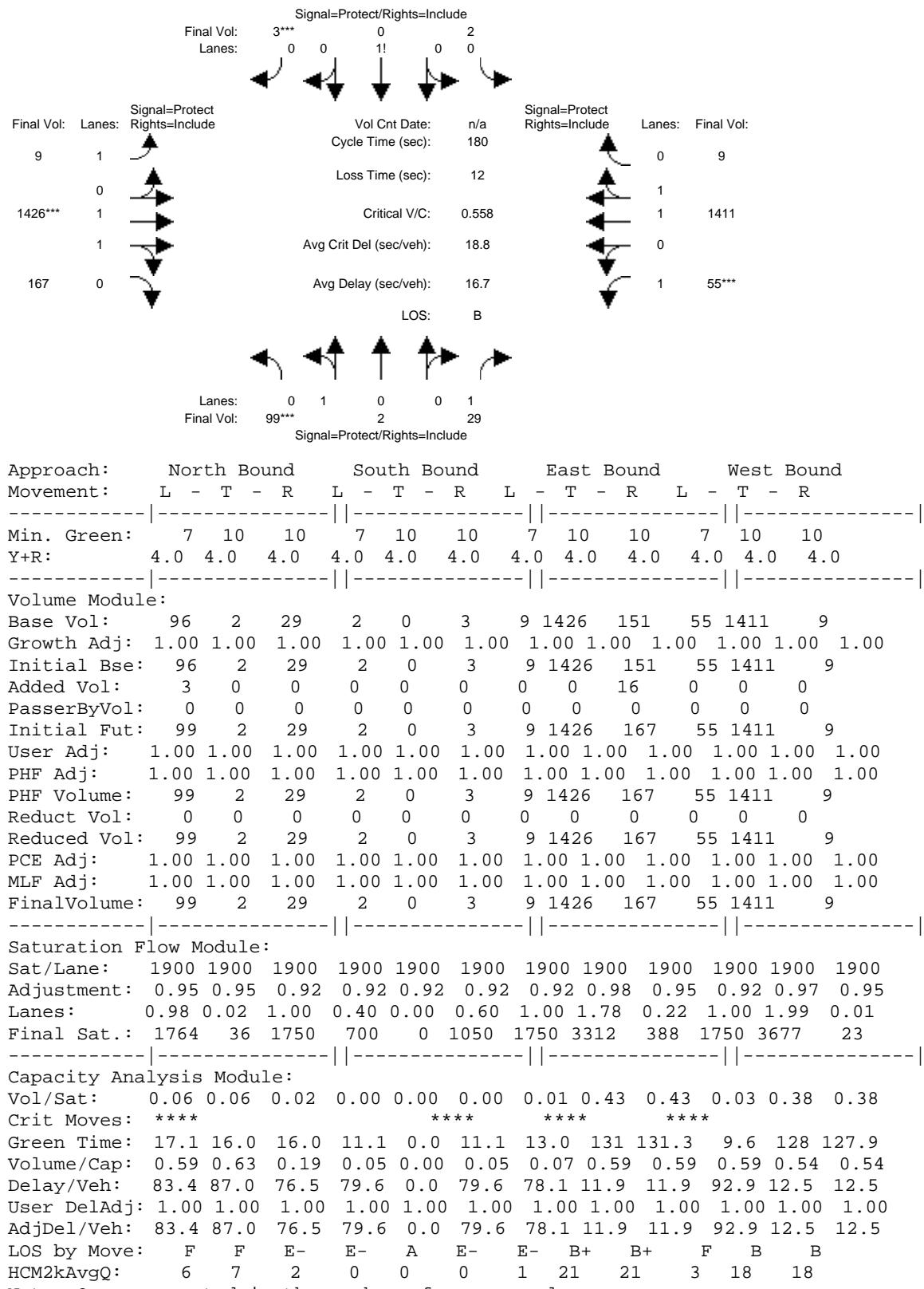
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

Level Of Service Computation Report
 2000 HCM Operations (Future Volume Alternative)
 Ex+Proj AM

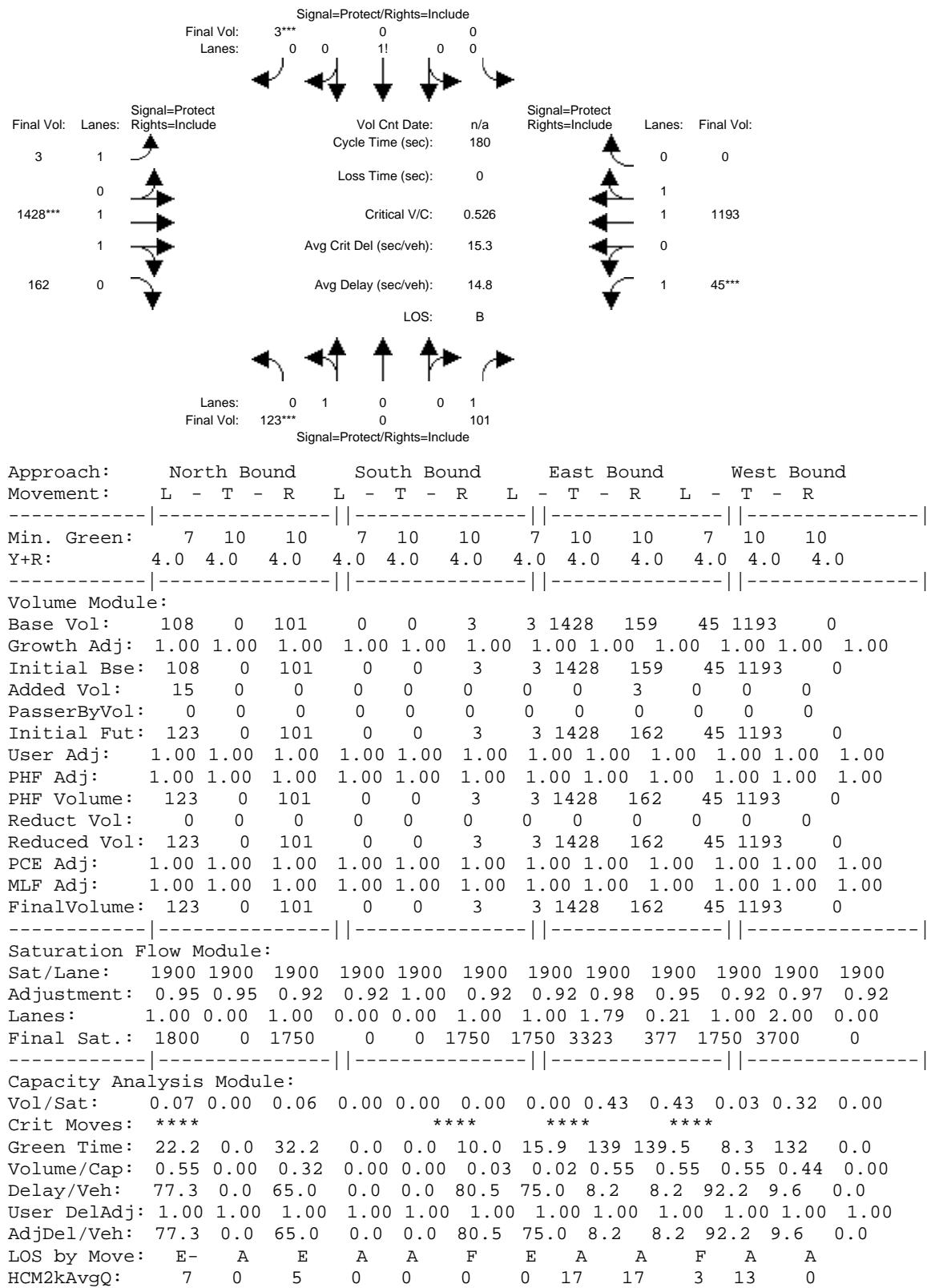
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #3: Hansen Way/Page Mill Rd

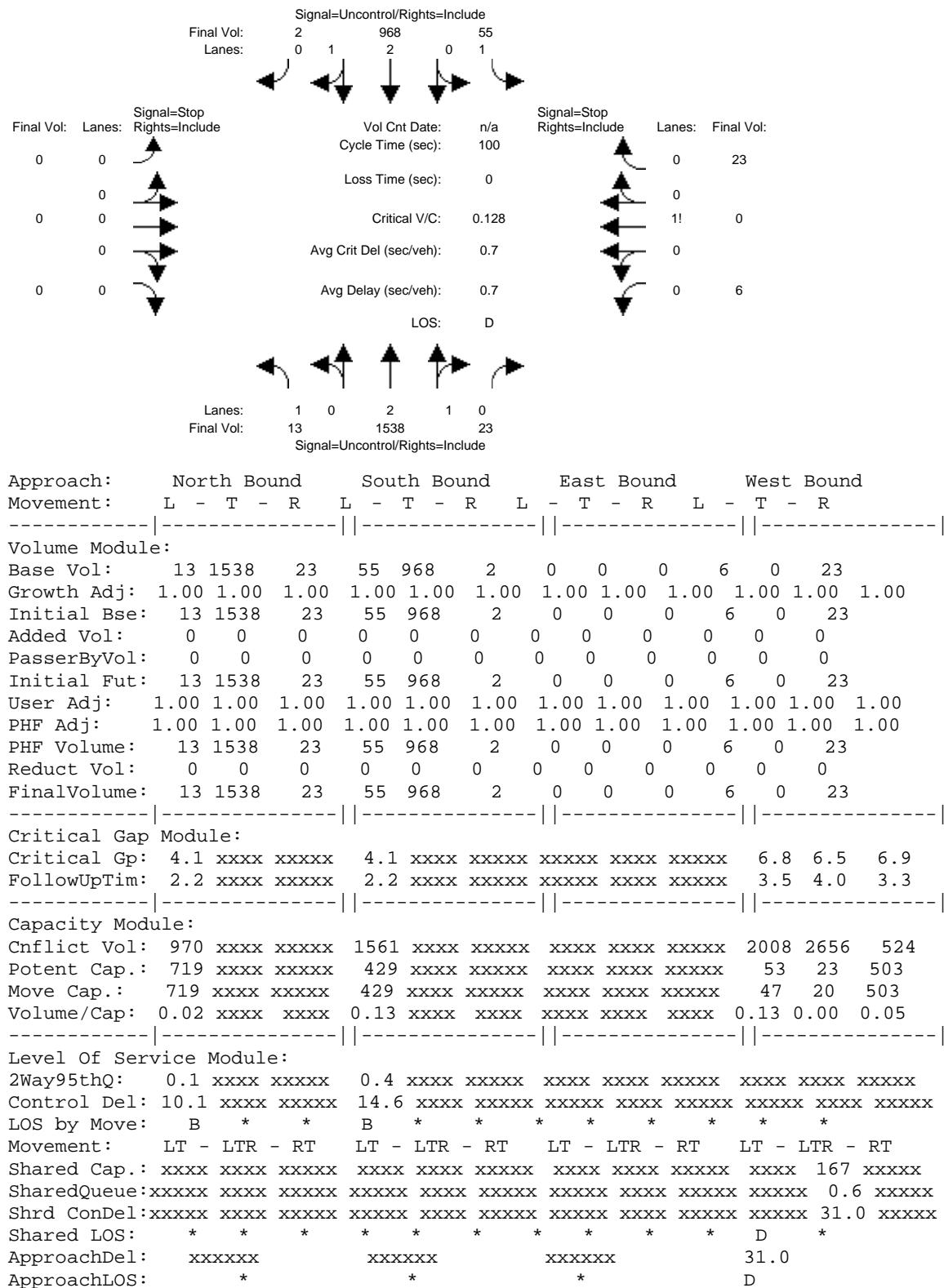


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1538	23 55 968	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	31.0

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=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2628]
 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1538	23 55 968	2 0 0 0	6 0 23

Major Street Volume: 2599
 Minor Approach Volume: 29
 Minor Approach Volume Threshold: -44 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

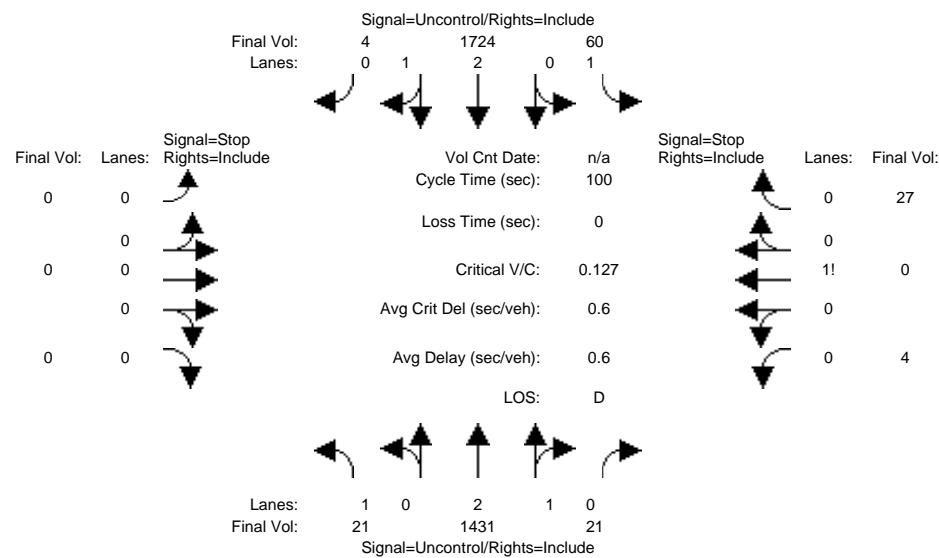
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



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: 21 1431 21 60 1724 4 0 0 0 0 4 0 27

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: 21 1431 21 60 1724 4 0 0 0 0 4 0 27

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: 21 1431 21 60 1724 4 0 0 0 0 4 0 27

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: 21 1431 21 60 1724 4 0 0 0 0 4 0 27

Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0

FinalVolume: 21 1431 21 60 1724 4 0 0 0 0 4 0 27

-----|-----|-----|-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp: 4.1 xxxx xxxx 4.1 xxxx xxxx xxxx xxxx 6.8 6.5 6.9

FollowUpTim: 2.2 xxxx xxxx 2.2 xxxx xxxx xxxx xxxx 3.5 4.0 3.3

-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Module:

Cnflict Vol: 1728 xxxx xxxx 1452 xxxx xxxx xxxx xxxx xxxx 2178 3332 488

Potent Cap.: 370 xxxx xxxx 472 xxxx xxxx xxxx xxxx xxxx 40 8 531

Move Cap.: 370 xxxx xxxx 472 xxxx xxxx xxxx xxxx xxxx 35 7 531

Volume/Cap: 0.06 xxxx xxxx 0.13 xxxx xxxx xxxx xxxx xxxx 0.11 0.00 0.05

-----|-----|-----|-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ: 0.2 xxxx xxxx 0.4 xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx

Control Del: 15.3 xxxx xxxx 13.7 xxxx xxxx xxxx xxxx xxxx xxxx xxxx

LOS by Move: C * * B * * * * * * * * * *

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 188 xxxx

SharedQueue:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 0.6 xxxx

Shrd ConDel:xxxx xxxx xxxx xxxx xxxx xxxx xxxx xxxx 27.9 xxxx

Shared LOS: * * * * * * * * * * * * D *

ApproachDel: xxxxxx xxxxxx xxxxxx 27.9

ApproachLOS: * * * * D

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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1431	21 60 1724	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	27.9

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=31]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3292]
 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1431	21 60 1724	4 0 0 0	4 0 27

Major Street Volume: 3261
 Minor Approach Volume: 31
 Minor Approach Volume Threshold: -122 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

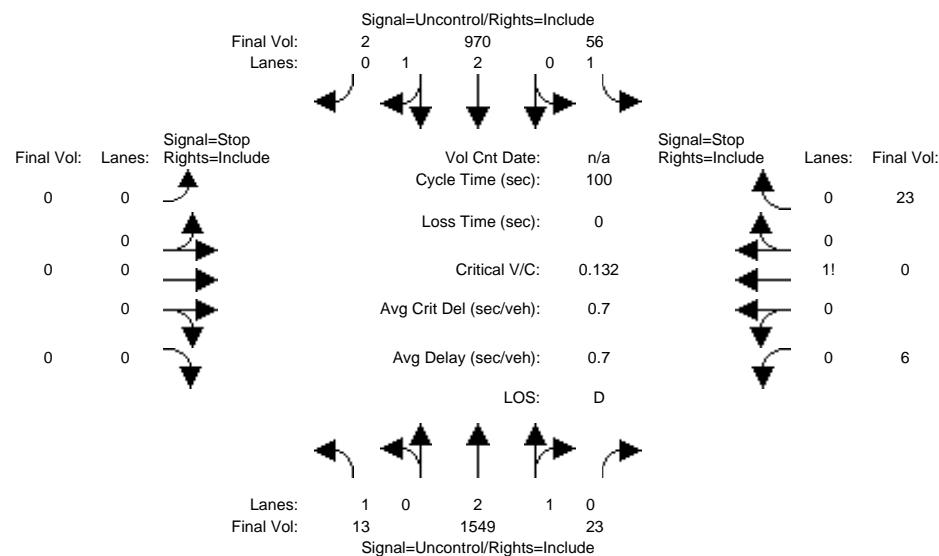
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsigned (Future Volume Alternative)
Ex+Proj AM

Intersection #4: El Camino Real/Fernando Ave



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:	13 1538	23	55 968	2	0	0	0	6	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:	13 1538	23	55 968	2	0	0	0	6	0	23
Added Vol:	0 11	0	1 2	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	13 1549	23	56 970	2	0	0	0	6	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:	13 1549	23	56 970	2	0	0	0	6	0	23
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	13 1549	23	56 970	2	0	0	0	6	0	23

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx	4.1 xxxx xxxx	xxxxxx xxxx xxxx	6.8 6.5 6.9
FollowUpTim:	2.2 xxxx xxxx	2.2 xxxx xxxx	xxxxxx xxxx xxxx	3.5 4.0 3.3

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Capacity Module:

Cnflict Vol:	972 xxxx xxxx	1572 xxxx xxxx	xxxx xxxx xxxx	2022 2671 528
Potent Cap.:	717 xxxx xxxx	425 xxxx xxxx	xxxx xxxx xxxx	52 23 500
Move Cap.:	717 xxxx xxxx	425 xxxx xxxx	xxxx xxxx xxxx	46 19 500
Volume/Cap:	0.02 xxxx xxxx	0.13 xxxx xxxx	xxxx xxxx xxxx	0.13 0.00 0.05

-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|

Level Of Service Module:

2Way95thQ:	0.1 xxxx xxxx	0.5 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
Control Del:	10.1 xxxx xxxx	14.8 xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx
LOS by Move:	B *	*	B *	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	164 xxxx
SharedQueue:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxx xxxx xxxx	0.6 xxxx
Shrd ConDel:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxx xxxx xxxx	31.7 xxxx
Shared LOS:	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	31.7
ApproachLOS:	*	*	*	D

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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1549	23 56 970	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	31.7

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=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2642]
 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 #4 El Camino Real/Fernando Ave

 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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1549	23 56 970	2 0 0 0	6 0 23

 Major Street Volume: 2613
 Minor Approach Volume: 29
 Minor Approach Volume Threshold: -46 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

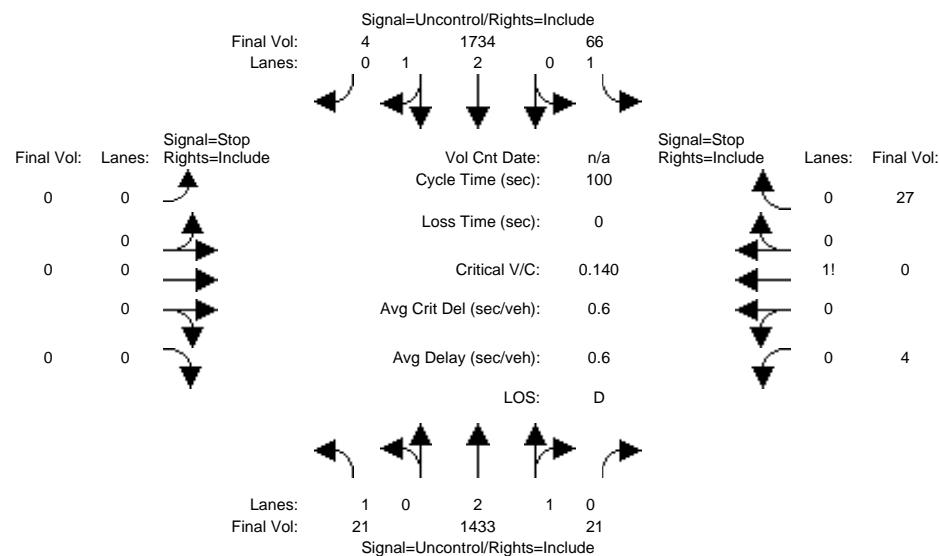
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsignedized (Future Volume Alternative)
Ex+Proj PM

Intersection #4: El Camino Real/Fernando Ave



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:	21 1431	21	60 1724	4	0	0	0	0	4	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21 1431	21	60 1724	4	0	0	0	0	4	0	27
Added Vol:	0 2	0	6 10	0	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0	0
Initial Fut:	21 1433	21	66 1734	4	0	0	0	0	4	0	27
User Adj:	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
PHF Volume:	21 1433	21	66 1734	4	0	0	0	0	4	0	27
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0	0
FinalVolume:	21 1433	21	66 1734	4	0	0	0	0	4	0	27

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx	4.1 xxxx xxxx	xxxx xxxx xxxx xxxx	6.8	6.5	6.9
FollowUpTim:	2.2 xxxx xxxx	2.2 xxxx xxxx	xxxx xxxx xxxx xxxx	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	1738 xxxx xxxx	1454 xxxx xxxx	xxxx xxxx xxxx xxxx	2196	3356	488
Potent Cap.:	367 xxxx xxxx	471 xxxx xxxx	xxxx xxxx xxxx xxxx	39	8	531
Move Cap.:	367 xxxx xxxx	471 xxxx xxxx	xxxx xxxx xxxx xxxx	34	7	531
Volume/Cap:	0.06 xxxx xxxx	0.14 xxxx xxxx	xxxx xxxx xxxx xxxx	0.12	0.00	0.05

Level Of Service Module:

2Way95thQ:	0.2 xxxx xxxx	0.5 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx		
Control Del:	15.4 xxxx xxxx	13.9 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx		
LOS by Move:	C *	*	B *	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	183	xxxxxx
SharedQueue:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	0.6	xxxxxx
Shrd ConDel:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	28.7	xxxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx		28.7	
ApproachLOS:	*	*	*	*	D	*

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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1433	21 66 1734	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	28.7

Approach[westbound][lanes=1][control=Stop Sign]
 Signal Warrant Rule #1: [vehicle-hours=0.2]
 FAIL - Vehicle-hours less than 4 for one lane approach.
 Signal Warrant Rule #2: [approach volume=31]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3310]
 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1433	21 66 1734	4 0 0 0	4 0 27

Major Street Volume: 3279
 Minor Approach Volume: 31
 Minor Approach Volume Threshold: -124 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

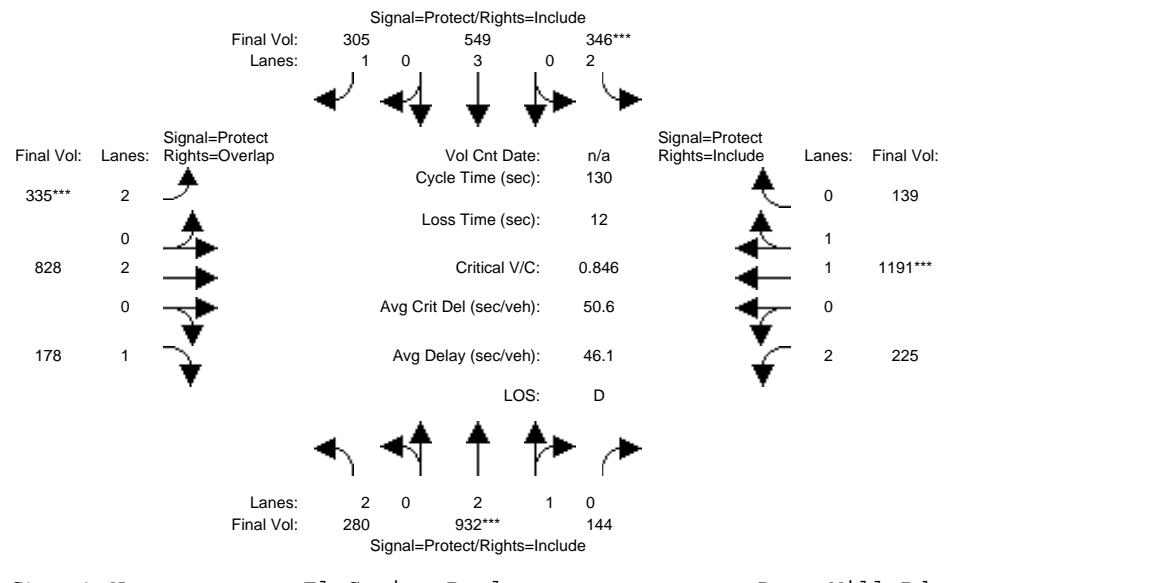
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



Street Name:	El Camino Real						Page Mill Rd								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	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	4.0	4.0	
Volume Module:															
Base Vol:	280	932	144	346	549	305	335	828	178	225	1191	139			
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	1.00		
Initial Bse:	280	932	144	346	549	305	335	828	178	225	1191	139			
Added Vol:	0	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	0		
Initial Fut:	280	932	144	346	549	305	335	828	178	225	1191	139			
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	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	1.00		
PHF Volume:	280	932	144	346	549	305	335	828	178	225	1191	139			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	280	932	144	346	549	305	335	828	178	225	1191	139			
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	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	1.00		
FinalVolume:	280	932	144	346	549	305	335	828	178	225	1191	139			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.58	0.42	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.79	0.21			
Final Sat.:	3150	4850	749	3150	5700	1750	3150	3800	1750	3150	3313	387			

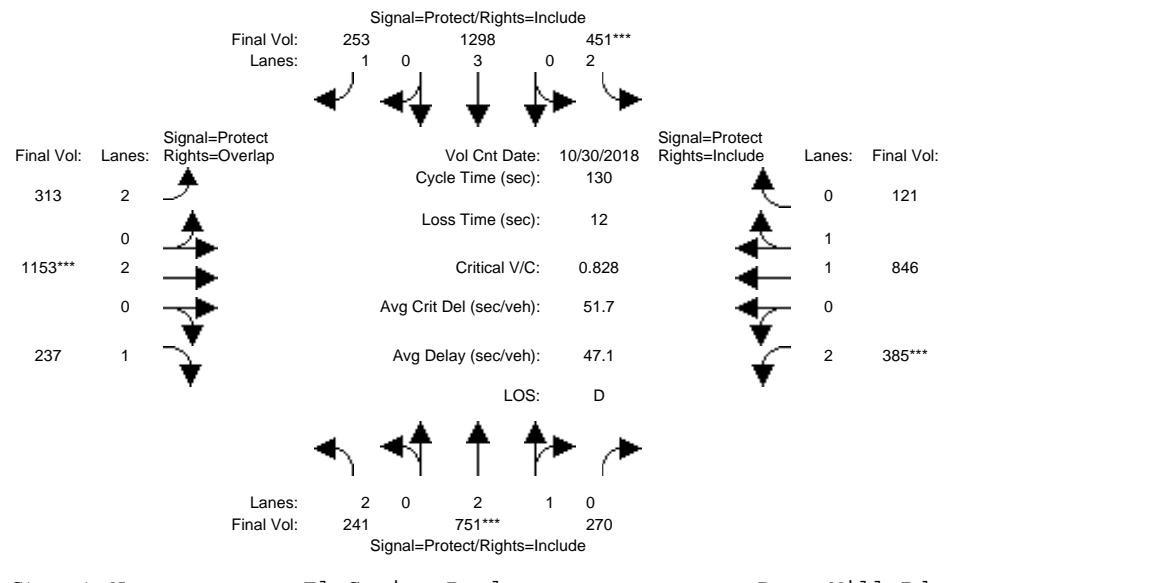
Capacity Analysis Module:														
Vol/Sat:	0.09	0.19	0.19	0.11	0.10	0.17	0.11	0.22	0.10	0.07	0.36	0.36		
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****		
Green Time:	15.7	29.5	29.5	16.9	30.7	30.7	16.3	53.9	69.6	17.7	55.2	55.2		
Volume/Cap:	0.74	0.85	0.85	0.85	0.41	0.74	0.85	0.53	0.19	0.53	0.85	0.85		
Delay/Veh:	62.6	53.5	53.5	70.3	42.1	52.7	71.0	28.8	15.7	53.5	38.0	38.0		
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:	62.6	53.5	53.5	70.3	42.1	52.7	71.0	28.8	15.7	53.5	38.0	38.0		
LOS by Move:	E	D-	D-	E	D	D-	E	C	B	D-	D+	D+		
HCM2kAvgQ:	7	15	15	11	6	13	8	12	4	6	26	26		

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



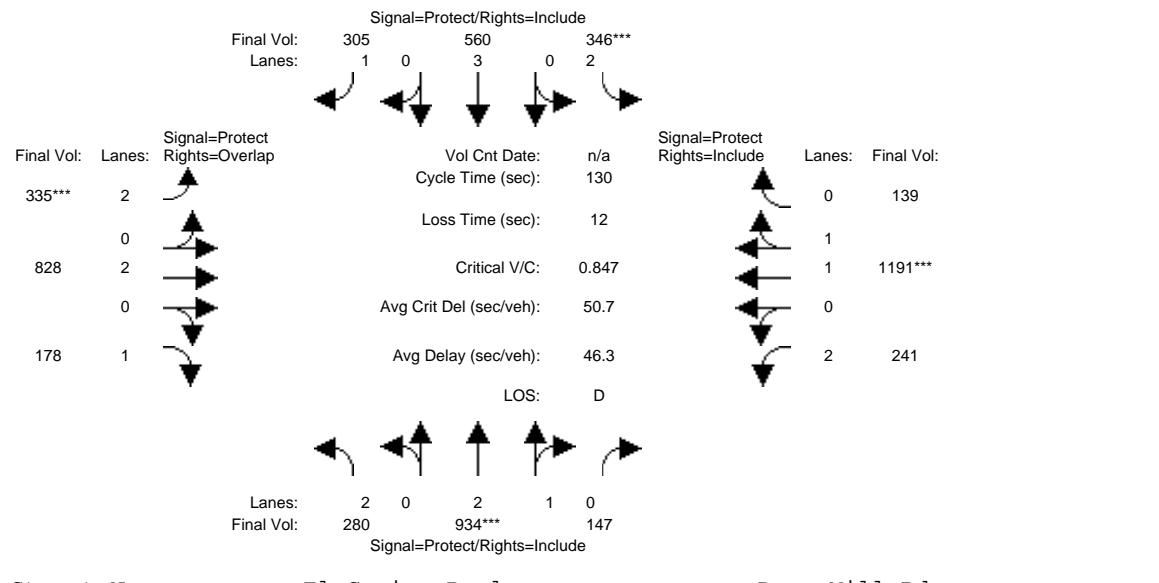
Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 << 5:15 - 6:15 PM															
Base Vol:	241	751	270	451	1298	253	313	1153	237	385	846	121			
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:	241	751	270	451	1298	253	313	1153	237	385	846	121			
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:	241	751	270	451	1298	253	313	1153	237	385	846	121			
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:	241	751	270	451	1298	253	313	1153	237	385	846	121			
Reducet Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	241	751	270	451	1298	253	313	1153	237	385	846	121			
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:	241	751	270	451	1298	253	313	1153	237	385	846	121			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.18	0.82	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26			
Final Sat.:	3150	4117	1480	3150	5700	1750	3150	3800	1750	3150	3237	463			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.18	0.18	0.14	0.23	0.14	0.10	0.30	0.14	0.12	0.26	0.26			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	12.9	28.7	28.7	22.5	38.3	38.3	18.4	47.7	60.5	19.2	48.4	48.4			
Volume/Cap:	0.77	0.83	0.83	0.83	0.77	0.49	0.70	0.83	0.29	0.83	0.70	0.70			
Delay/Veh:	68.5	53.1	53.1	62.0	44.2	38.6	58.1	41.7	21.7	65.5	36.3	36.3			
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:	68.5	53.1	53.1	62.0	44.2	38.6	58.1	41.7	21.7	65.5	36.3	36.3			
LOS by Move:	E	D-	D-	E	D	D+	E+	D	C+	E	D+	D+			
HCM2kAvgQ:	6	14	14	13	17	9	7	21	6	11	17	17			

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj AM

Intersection #1104: El Camino Real/Page Mill Rd



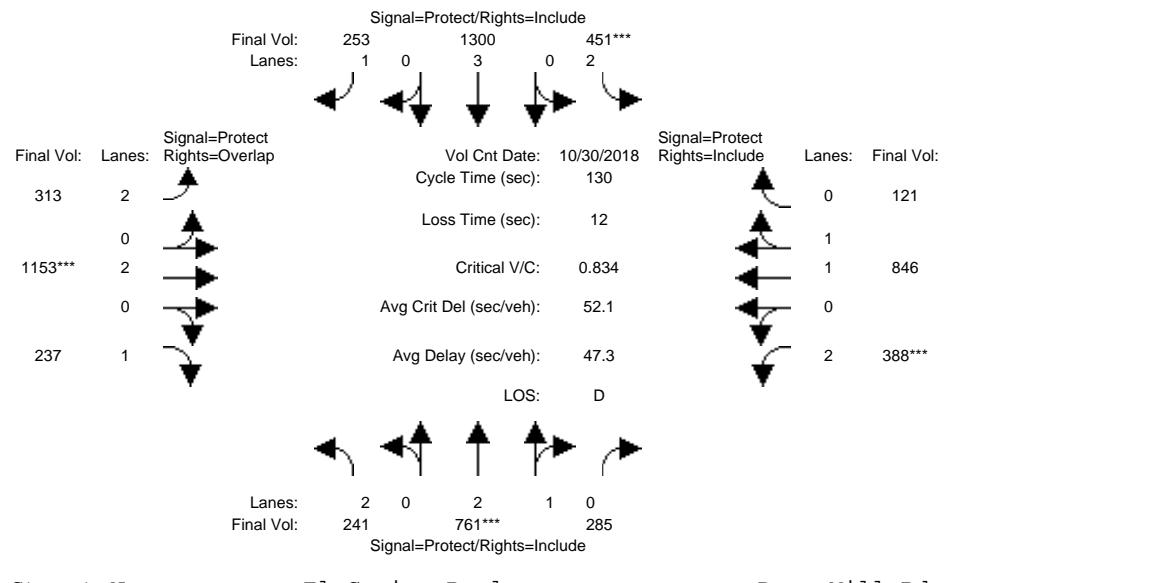
Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:															
Base Vol:	280	932	144	346	549	305	335	828	178	225	1191	139			
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:	280	932	144	346	549	305	335	828	178	225	1191	139			
Added Vol:	0	2	3	0	11	0	0	0	0	16	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	280	934	147	346	560	305	335	828	178	241	1191	139			
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:	280	934	147	346	560	305	335	828	178	241	1191	139			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	280	934	147	346	560	305	335	828	178	241	1191	139			
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:	280	934	147	346	560	305	335	828	178	241	1191	139			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.58	0.42	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.79	0.21			
Final Sat.:	3150	4837	761	3150	5700	1750	3150	3800	1750	3150	3313	387			
Capacity Analysis Module:															
Vol/Sat:	0.09	0.19	0.19	0.11	0.10	0.17	0.11	0.22	0.10	0.08	0.36	0.36			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	15.7	29.6	29.6	16.9	30.8	30.8	16.3	52.9	68.6	18.6	55.2	55.2			
Volume/Cap:	0.74	0.85	0.85	0.85	0.41	0.74	0.85	0.54	0.19	0.54	0.85	0.85			
Delay/Veh:	62.5	53.5	53.5	70.4	42.2	52.6	71.1	29.6	16.2	53.0	38.1	38.1			
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:	62.5	53.5	53.5	70.4	42.2	52.6	71.1	29.6	16.2	53.0	38.1	38.1			
LOS by Move:	E	D-	D-	E	D	D-	E	C	B	D-	D+	D+			
HCM2kAvgQ:	7	15	15	11	6	13	8	12	4	6	26	26			

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Ex+Proj PM

Intersection #1104: El Camino Real/Page Mill Rd



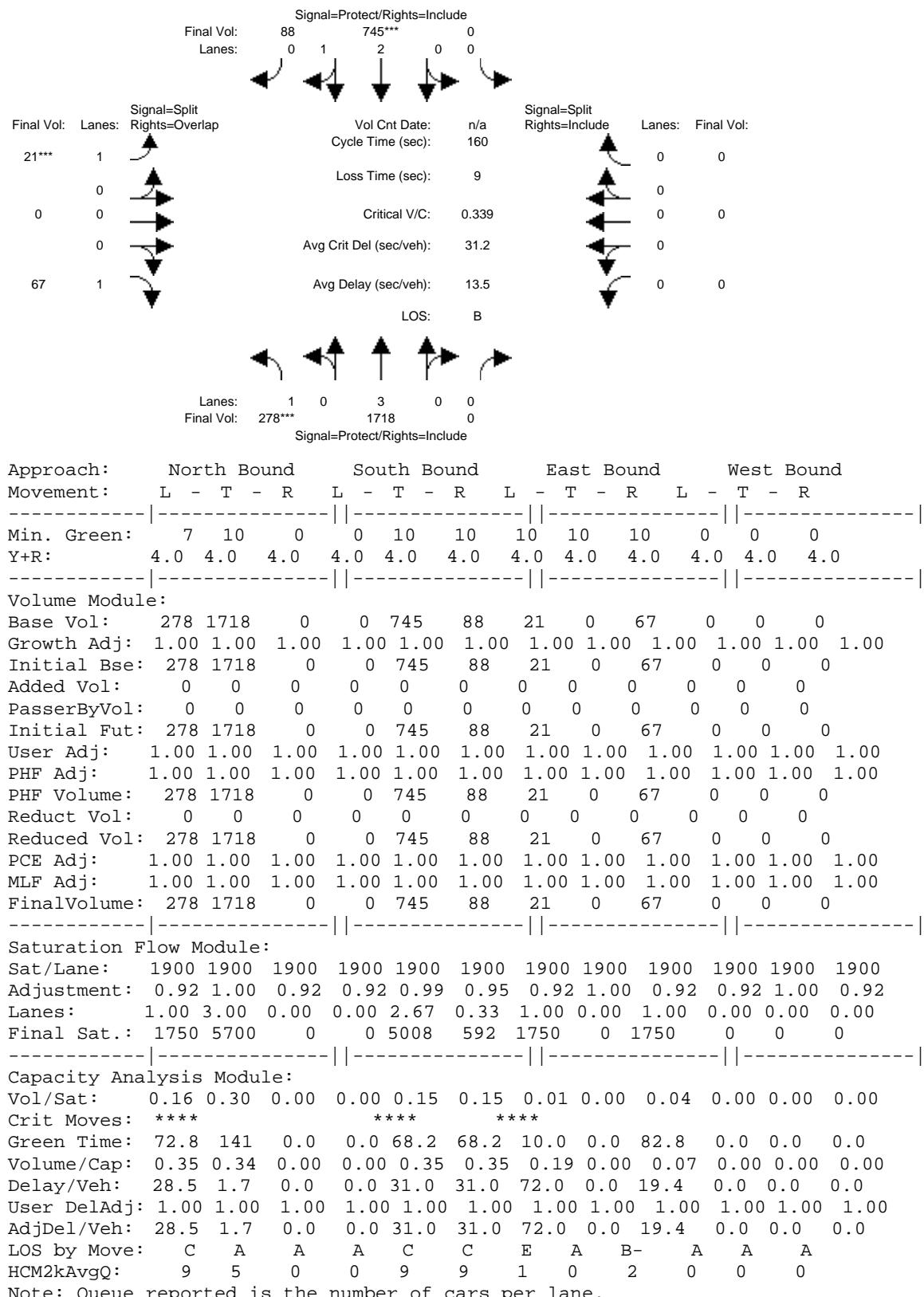
Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 30 Oct 2018 <<	5:15 - 6:15 PM														
Base Vol:	241	751	270	451	1298	253	313	1153	237	385	846	121			
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:	241	751	270	451	1298	253	313	1153	237	385	846	121			
Added Vol:	0	10	15	0	2	0	0	0	0	3	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	241	761	285	451	1300	253	313	1153	237	388	846	121			
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:	241	761	285	451	1300	253	313	1153	237	388	846	121			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	241	761	285	451	1300	253	313	1153	237	388	846	121			
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:	241	761	285	451	1300	253	313	1153	237	388	846	121			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.15	0.85	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.74	0.26			
Final Sat.:	3150	4072	1525	3150	5700	1750	3150	3800	1750	3150	3237	463			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.19	0.19	0.14	0.23	0.14	0.10	0.30	0.14	0.12	0.26	0.26			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	12.9	29.1	29.1	22.3	38.5	38.5	18.3	47.3	60.2	19.2	48.2	48.2			
Volume/Cap:	0.77	0.83	0.83	0.83	0.77	0.49	0.70	0.83	0.29	0.83	0.70	0.70			
Delay/Veh:	68.1	53.1	53.1	62.7	43.9	38.3	58.4	42.3	21.8	66.1	36.5	36.5			
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:	68.1	53.1	53.1	62.7	43.9	38.3	58.4	42.3	21.8	66.1	36.5	36.5			
LOS by Move:	E	D-	D-	E	D	D+	E+	D	C+	E	D+	D+			
HCM2kAvgQ:	6	14	14	13	17	9	7	21	6	11	17	17			

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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

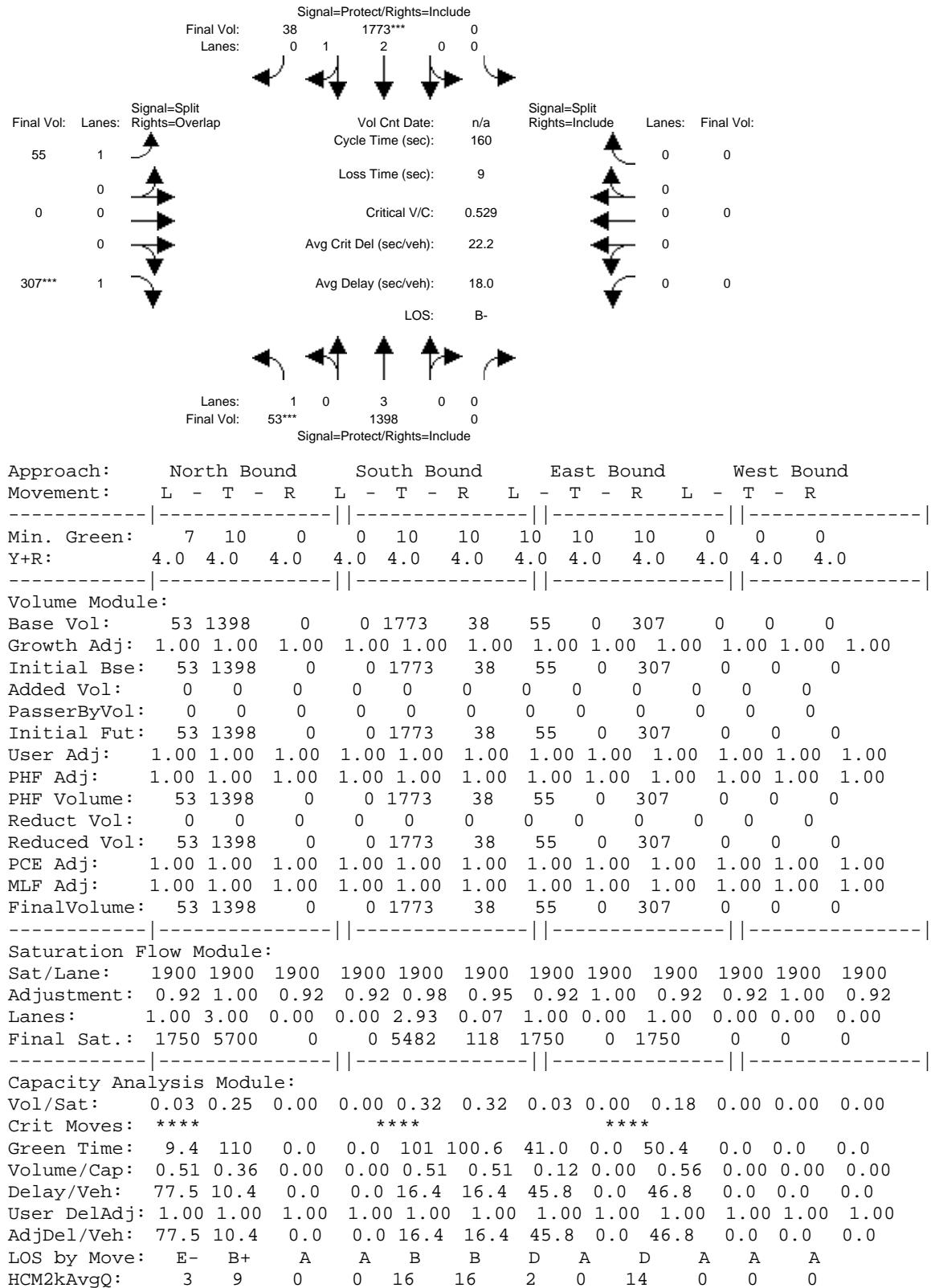
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #2: El Camino Real/Hansen Way

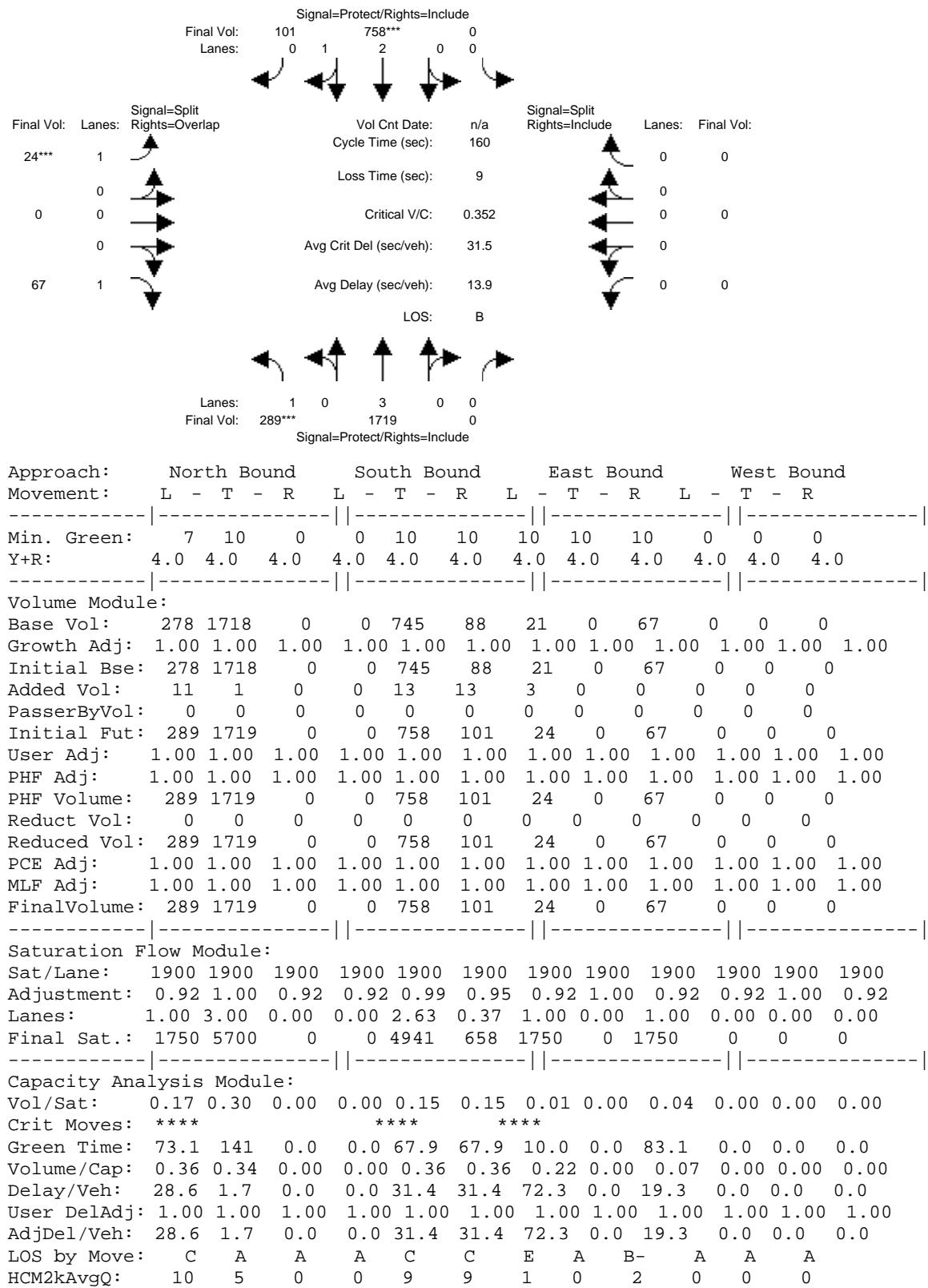


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

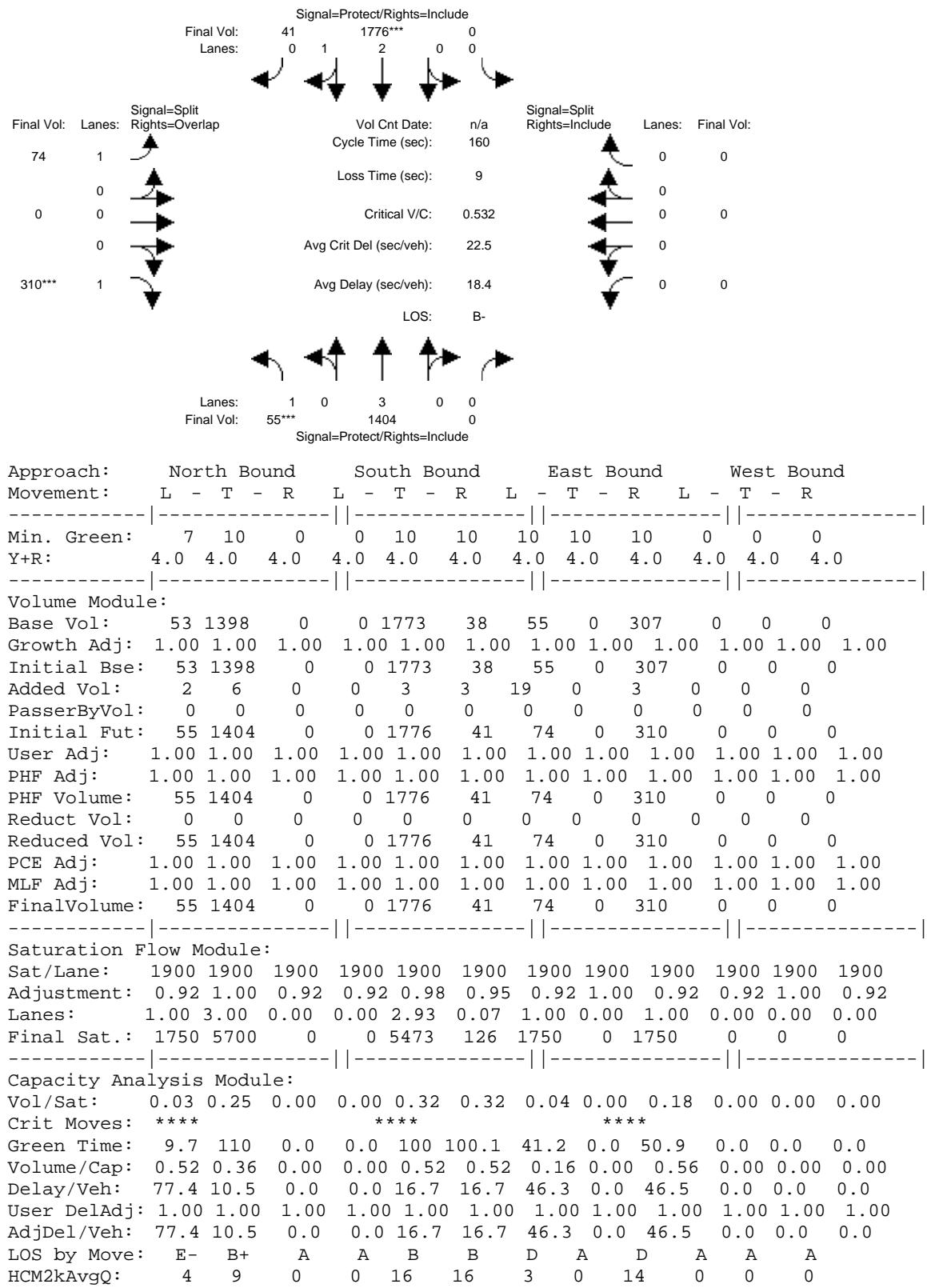
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #2: El Camino Real/Hansen Way

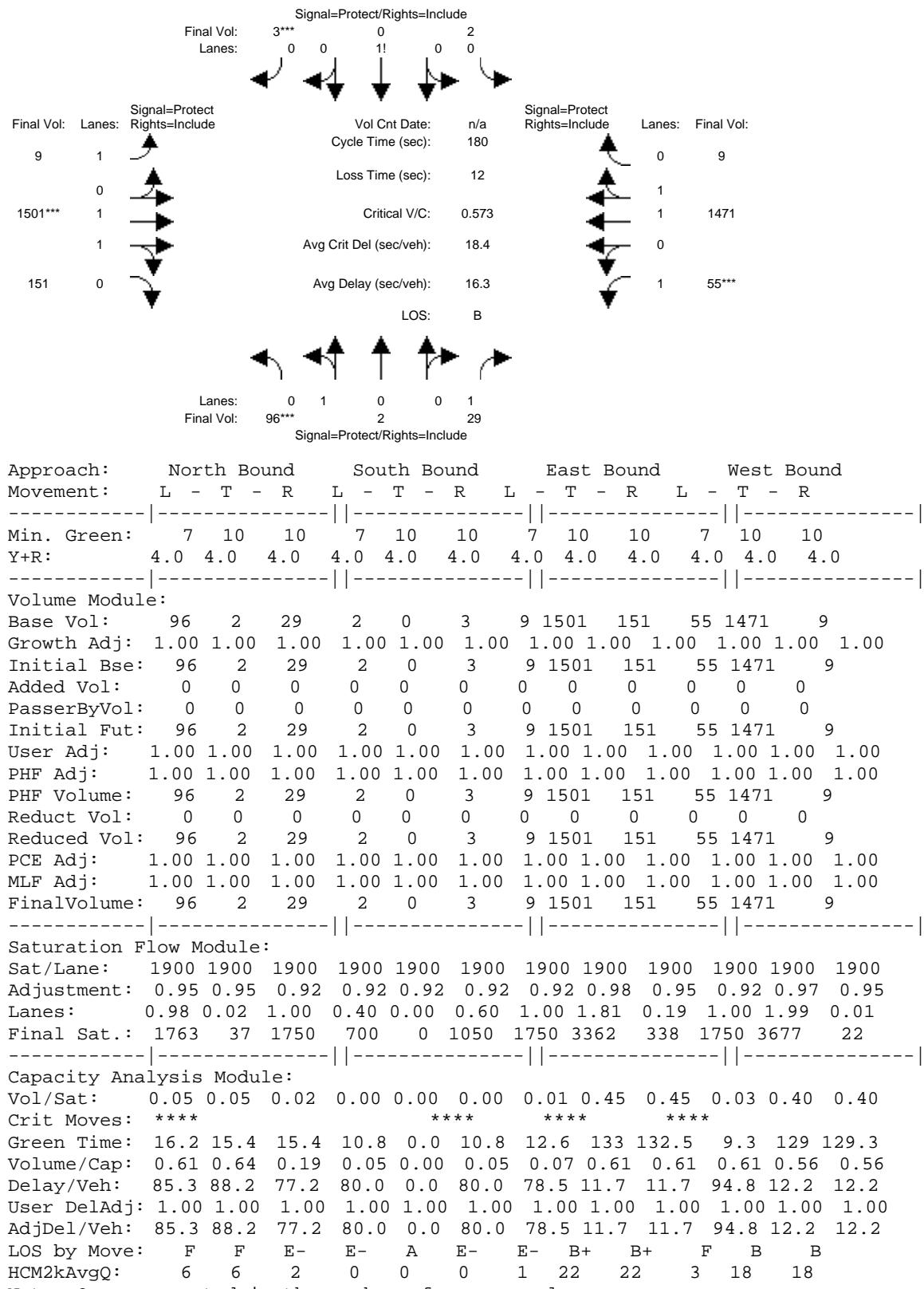


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

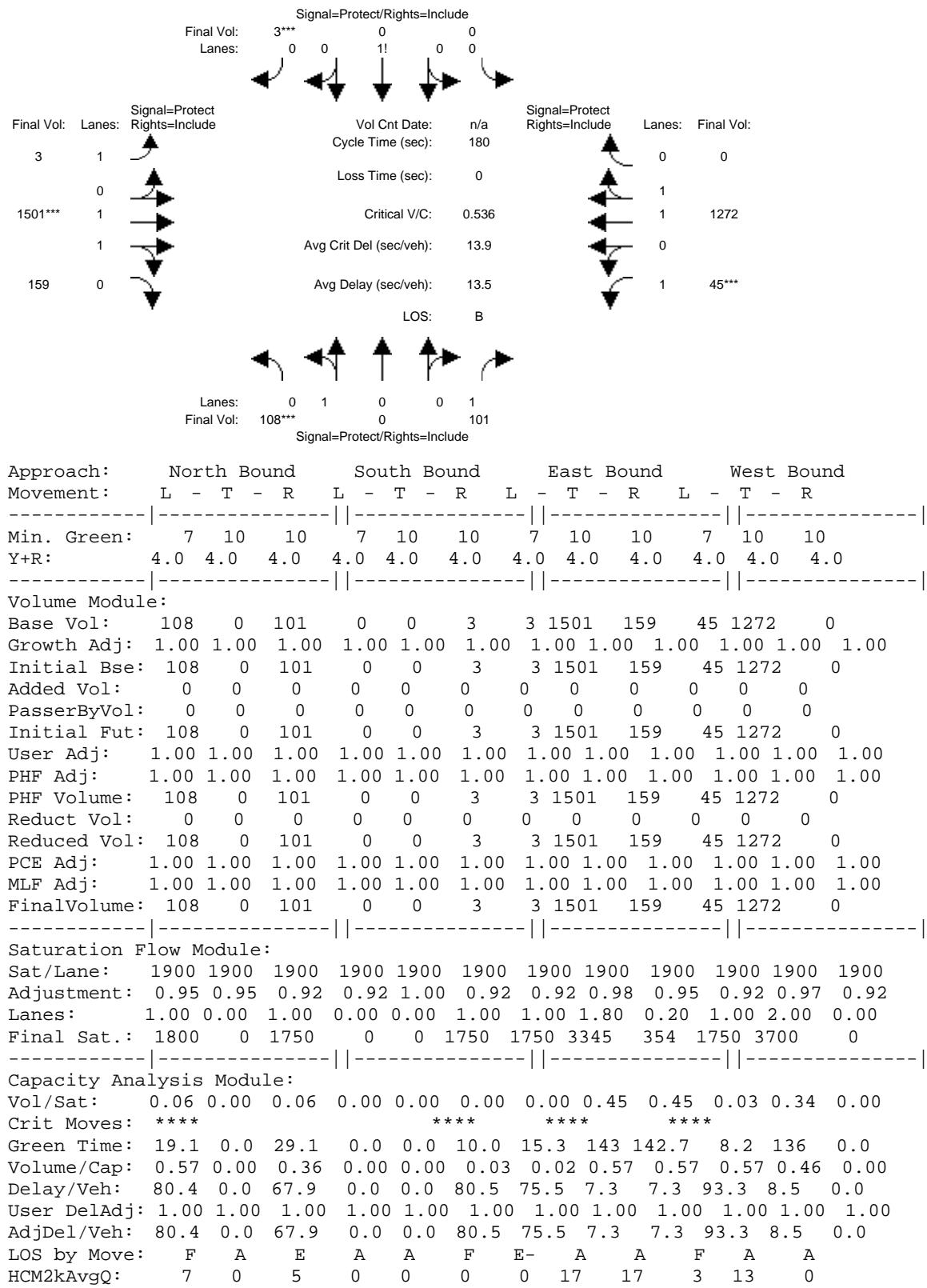
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

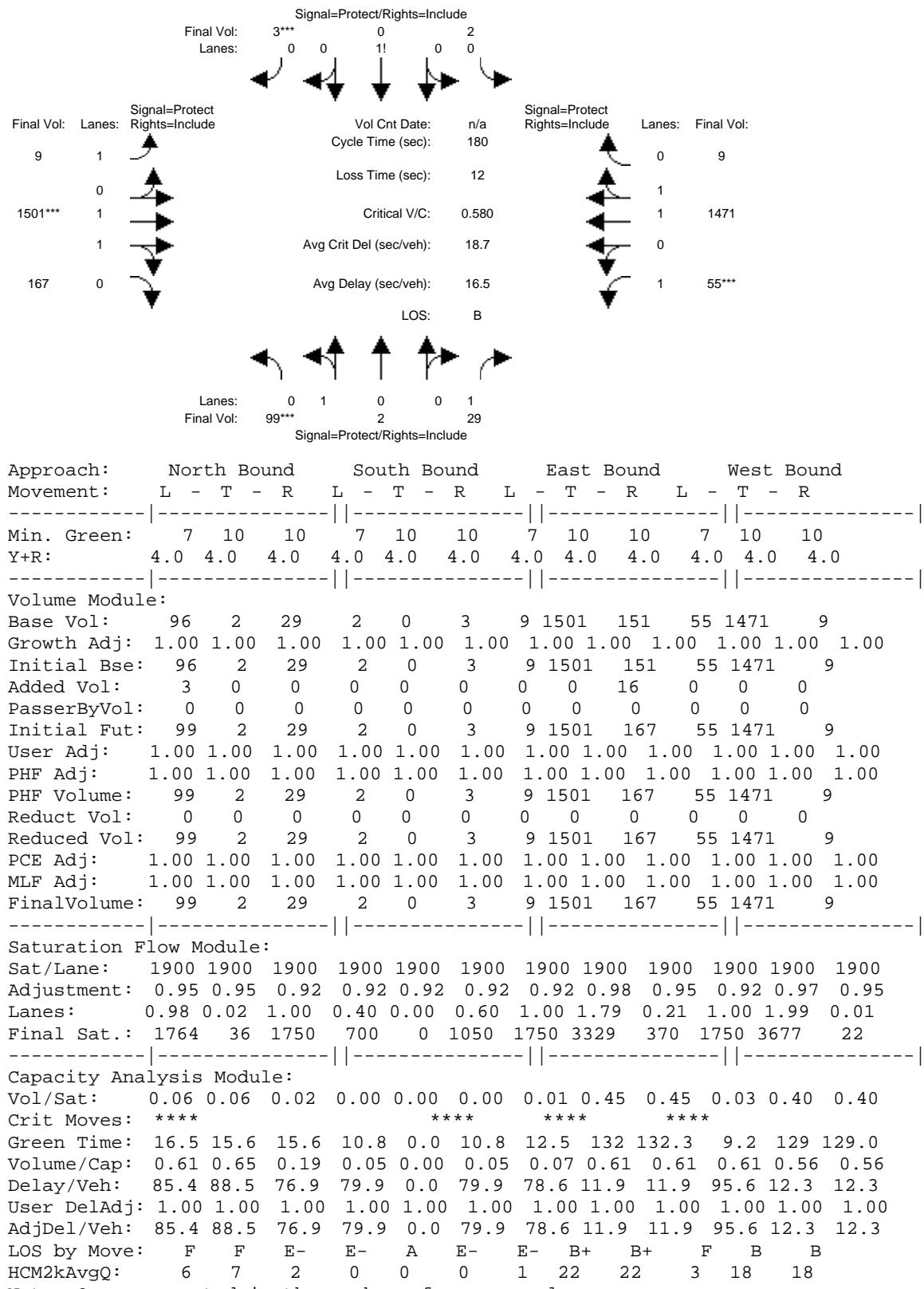
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

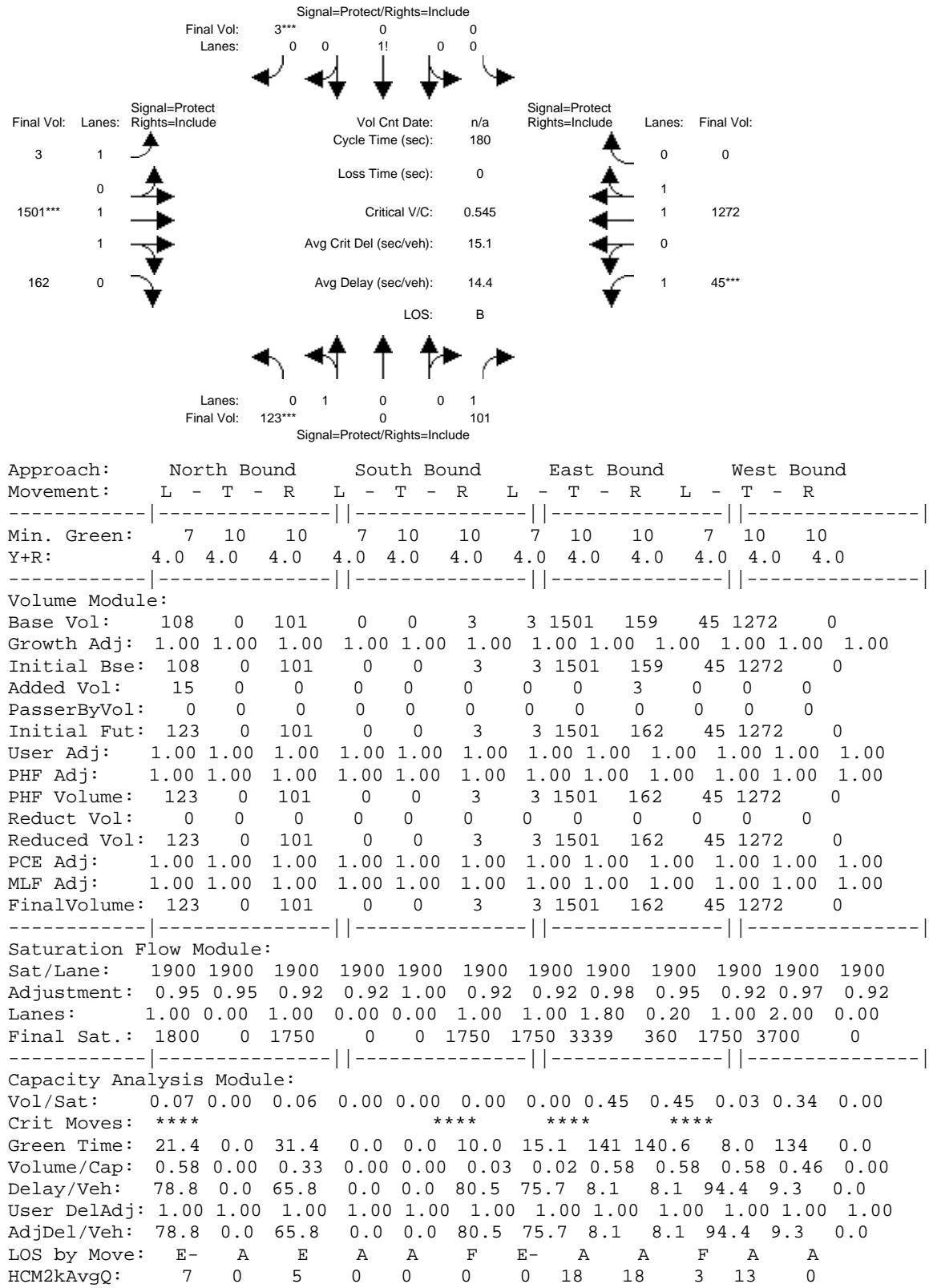
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

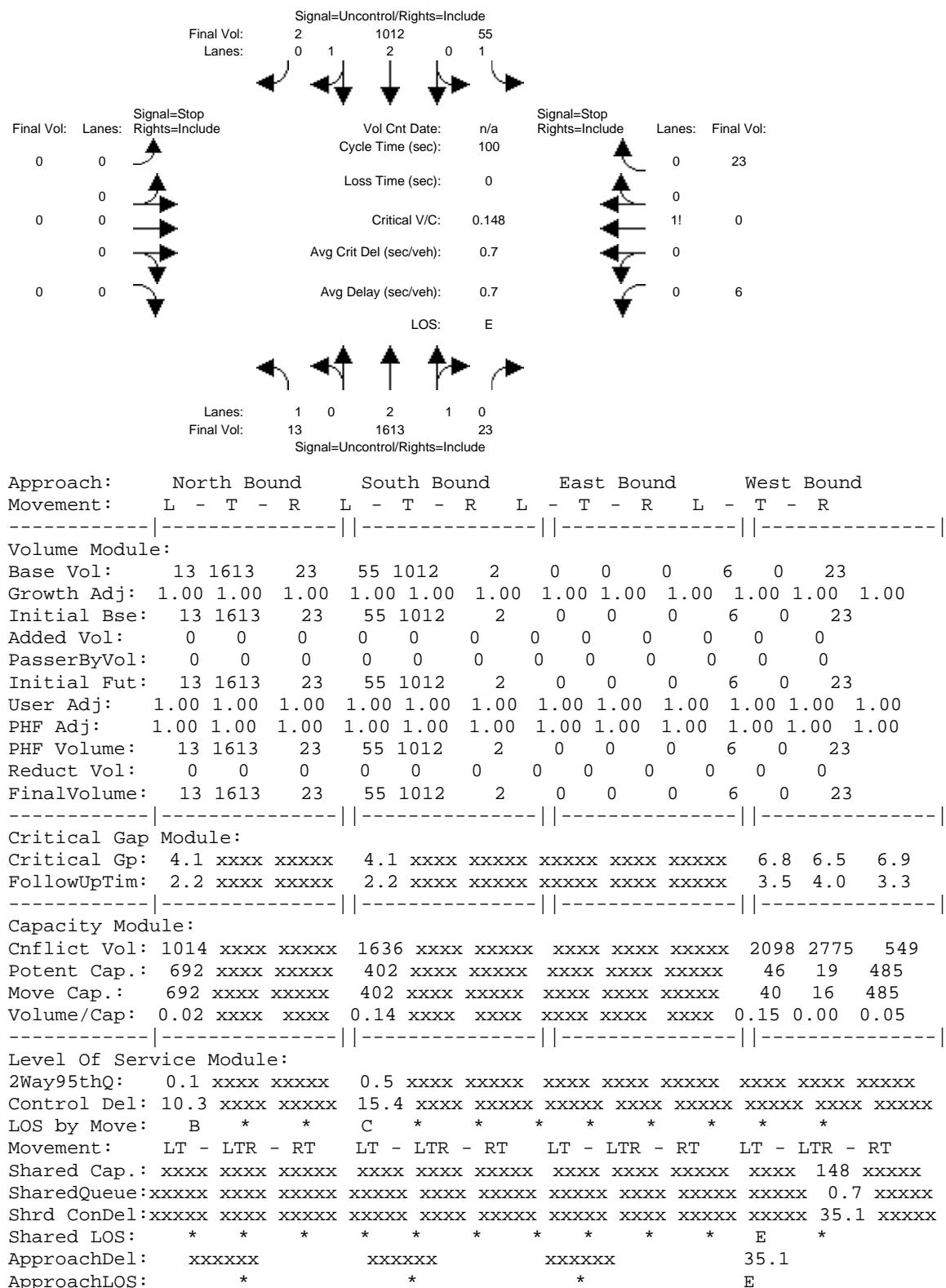
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



Peak Hour Delay Signal Warrant Report

 Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1613	23 55 1012	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	35.1

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=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2747]
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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1613	23 55 1012	2 0 0 0	6 0 23

Major Street Volume: 2718
Minor Approach Volume: 29
Minor Approach Volume Threshold: -60 [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.

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1500	21 61 1804	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	31.7

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=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3442]
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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1500	21 61 1804	4 0 0 0	4 0 27

Major Street Volume: 3411
Minor Approach Volume: 31
Minor Approach Volume Threshold: -138 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

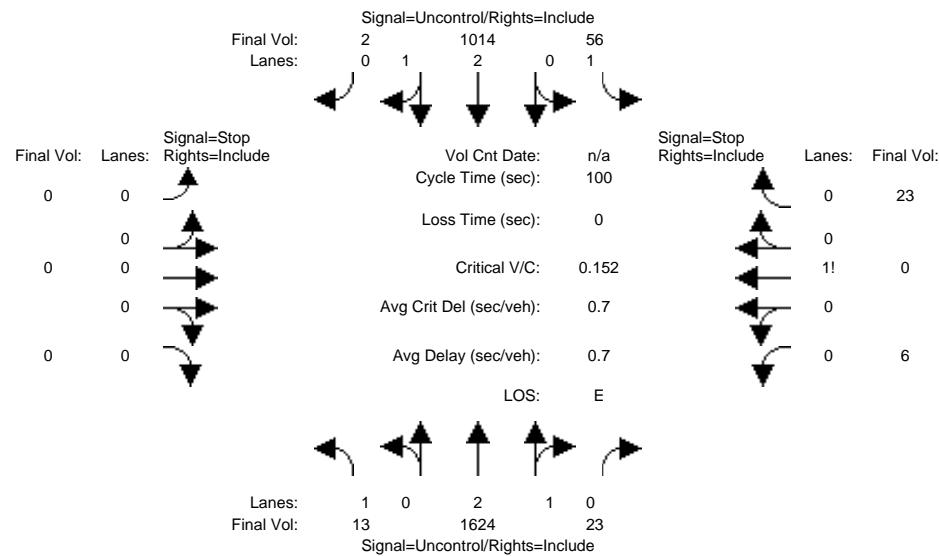
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



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:	13 1613	23	55 1012	2	0	0	0	6	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:	13 1613	23	55 1012	2	0	0	0	6	0	23
Added Vol:	0 11	0	1 2	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	13 1624	23	56 1014	2	0	0	0	6	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:	13 1624	23	56 1014	2	0	0	0	6	0	23
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	13 1624	23	56 1014	2	0	0	0	6	0	23

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx	4.1 xxxx xxxx	xxxx xxxx xxxx	6.8 6.5 6.9
FollowUpTim:	2.2 xxxx xxxx	2.2 xxxx xxxx	xxxx xxxx xxxx	3.5 4.0 3.3

Capacity Module:

Cnflict Vol:	1016 xxxx xxxx	1647 xxxx xxxx	xxxx xxxx xxxx xxxx	2112 2790 553
Potent Cap.:	691 xxxx xxxx	398 xxxx xxxx	xxxx xxxx xxxx	45 19 482
Move Cap.:	691 xxxx xxxx	398 xxxx xxxx	xxxx xxxx xxxx	39 16 482
Volume/Cap:	0.02 xxxx xxxx	0.14 xxxx xxxx	xxxx xxxx xxxx	0.15 0.00 0.05

Level Of Service Module:

2Way95thQ:	0.1 xxxx xxxx	0.5 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx					
Control Del:	10.3 xxxx xxxx	15.5 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx xxxx					
LOS by Move:	B *	*	C *	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT					
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	145 xxxx					
SharedQueue:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	0.7 xxxx					
Shrd ConDel:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	35.9 xxxx					
Shared LOS:	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	35.9					
ApproachLOS:	*	*	*					E	

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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1624	23 56 1014	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	35.9

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=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2761]
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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1624	23 56 1014	2 0 0 0	6 0 23

Major Street Volume: 2732
Minor Approach Volume: 29
Minor Approach Volume Threshold: -61 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

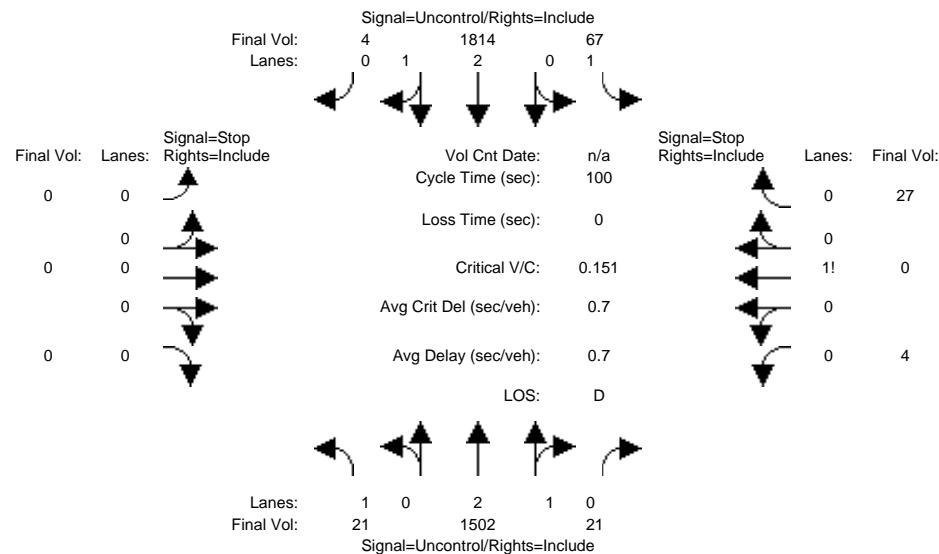
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



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:	21 1500	21	61 1804	4	0	0	0	4	0	27
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:	21 1500	21	61 1804	4	0	0	0	4	0	27
Added Vol:	0 2	0	6 10	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	21 1502	21	67 1814	4	0	0	0	4	0	27
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:	21 1502	21	67 1814	4	0	0	0	4	0	27
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	21 1502	21	67 1814	4	0	0	0	4	0	27

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxx	4.1 xxxx xxxx	xxxx xxxx xxxx xxxx	6.8	6.5	6.9
FollowUpTim:	2.2 xxxx xxxx	2.2 xxxx xxxx	xxxx xxxx xxxx	3.5	4.0	3.3

Capacity Module:

Cnflict Vol:	1818 xxxx xxxx	1523 xxxx xxxx	xxxx xxxx xxxx xxxx	2293	3507	511
Potent Cap.:	342 xxxx xxxx	444 xxxx xxxx	xxxx xxxx xxxx	34	6	513
Move Cap.:	342 xxxx xxxx	444 xxxx xxxx	xxxx xxxx xxxx	29	5	513
Volume/Cap:	0.06 xxxx xxxx	0.15 xxxx xxxx	xxxx xxxx xxxx	0.14	0.00	0.05

Level Of Service Module:

2Way95thQ:	0.2 xxxx xxxx	0.5 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx		
Control Del:	16.2 xxxx xxxx	14.6 xxxx xxxx	xxxx xxxx xxxx xxxx	xxxx xxxx xxxx		
LOS by Move:	C *	*	B *	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT		
Shared Cap.:	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx xxxx	xxxx xxxx	161	xxxxxx
SharedQueue:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx	0.7	xxxxxx
Shrd ConDel:	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	xxxxxx xxxx xxxx	32.7	xxxxxx
Shared LOS:	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx		32.7	
ApproachLOS:	*	*	*	*	D	*

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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1502	21 67 1814	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	32.7

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=31]
 FAIL - Approach volume less than 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1502	21 67 1814	4 0 0 0	4 0 27

Major Street Volume: 3429
 Minor Approach Volume: 31
 Minor Approach Volume Threshold: -140 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

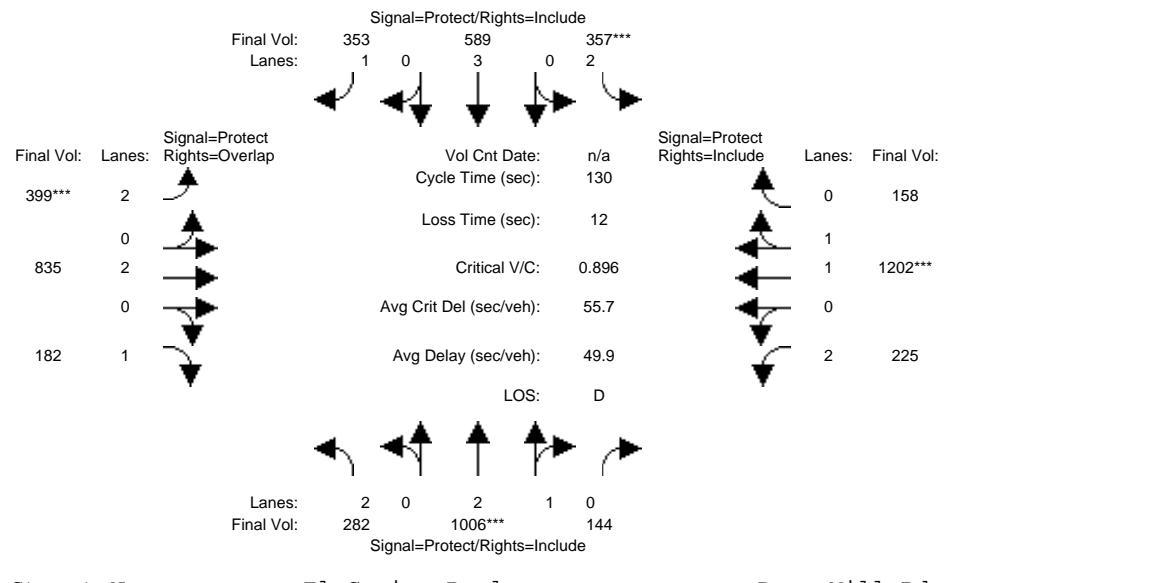
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



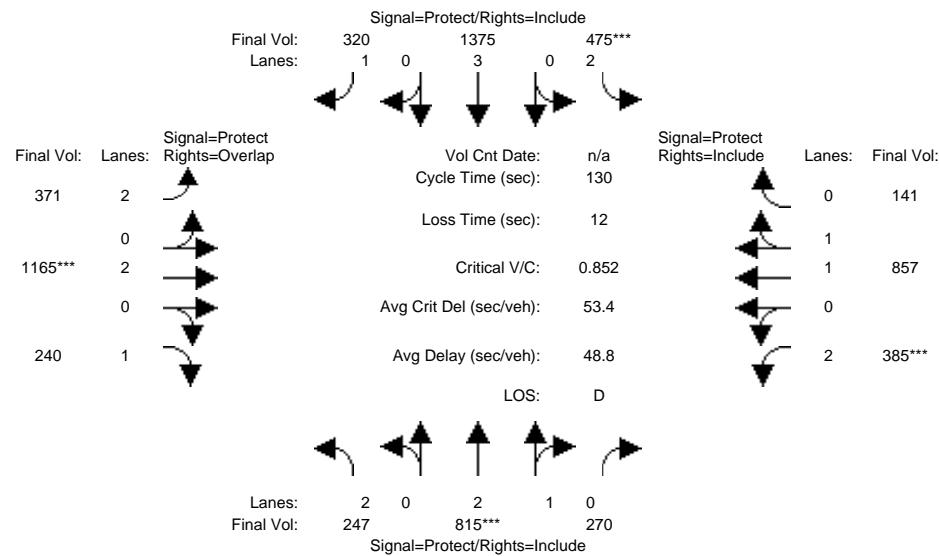
Street Name:	El Camino Real				Page Mill Rd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>															
Base Vol:	282	1006	144	357	589	353	399	835	182	225	1202	158				
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:	282	1006	144	357	589	353	399	835	182	225	1202	158				
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:	282	1006	144	357	589	353	399	835	182	225	1202	158				
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:	282	1006	144	357	589	353	399	835	182	225	1202	158				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	282	1006	144	357	589	353	399	835	182	225	1202	158				
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:	282	1006	144	357	589	353	399	835	182	225	1202	158				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95				
Lanes:	2.00	2.61	0.39	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24				
Final Sat.:	3150	4898	701	3150	5700	1750	3150	3800	1750	3150	3270	430				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.09	0.21	0.21	0.11	0.10	0.20	0.13	0.22	0.10	0.07	0.37	0.37				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	14.2	29.8	29.8	16.4	32.0	32.0	18.4	54.1	68.4	17.6	53.4	53.4				
Volume/Cap:	0.82	0.90	0.90	0.90	0.42	0.82	0.90	0.53	0.20	0.53	0.90	0.90				
Delay/Veh:	70.9	57.1	57.1	77.9	41.4	57.9	75.1	28.7	16.4	53.6	43.1	43.1				
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:	70.9	57.1	57.1	77.9	41.4	57.9	75.1	28.7	16.4	53.6	43.1	43.1				
LOS by Move:	E	E+	E+	E-	D	E+	E-	C	B	D-	D	D				
HCM2kAvgQ:	7	17	17	12	7	16	10	12	4	6	29	29				

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



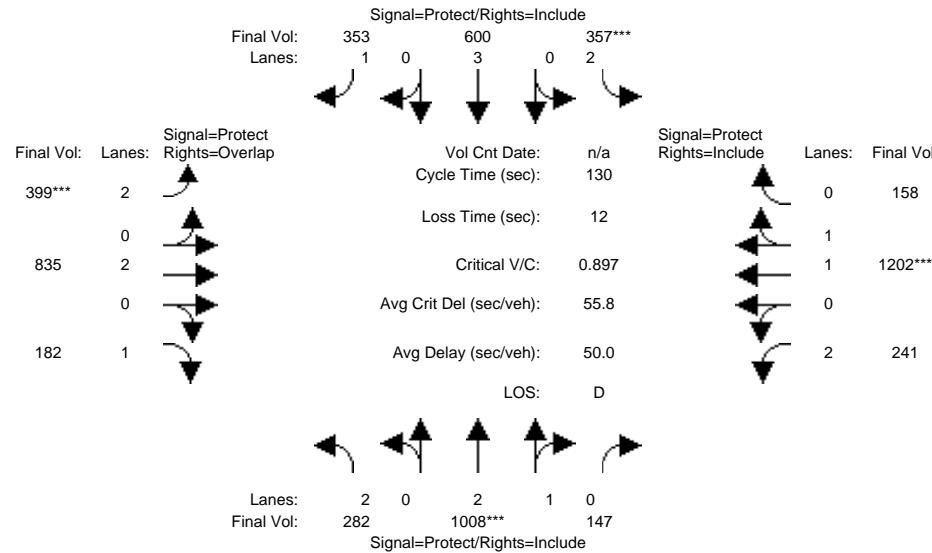
Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Base Vol:	247	815	270	475	1375	320	371	1165	240	385	857	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:	247	815	270	475	1375	320	371	1165	240	385	857	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:	247	815	270	475	1375	320	371	1165	240	385	857	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:	247	815	270	475	1375	320	371	1165	240	385	857	141			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	247	815	270	475	1375	320	371	1165	240	385	857	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:	247	815	270	475	1375	320	371	1165	240	385	857	141			
Saturation Flow Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.23	0.77	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.71	0.29			
Final Sat.:	3150	4205	1393	3150	5700	1750	3150	3800	1750	3150	3177	523			
Capacity Analysis Module:	----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Vol/Sat:	0.08	0.19	0.19	0.15	0.24	0.18	0.12	0.31	0.14	0.12	0.27	0.27			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	12.9	29.6	29.6	23.0	39.7	39.7	19.9	46.8	59.7	18.6	45.5	45.5			
Volume/Cap:	0.79	0.85	0.85	0.85	0.79	0.60	0.77	0.85	0.30	0.85	0.77	0.77			
Delay/Veh:	70.0	53.8	53.8	63.9	43.9	40.3	60.3	43.8	22.3	68.7	40.5	40.5			
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:	70.0	53.8	53.8	63.9	43.9	40.3	60.3	43.8	22.3	68.7	40.5	40.5			
LOS by Move:	E	D-	D-	E	D	D	E	D	C+	E	D	D			
HCM2kAvgQ:	6	15	15	14	18	12	9	22	6	12	19	19			

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



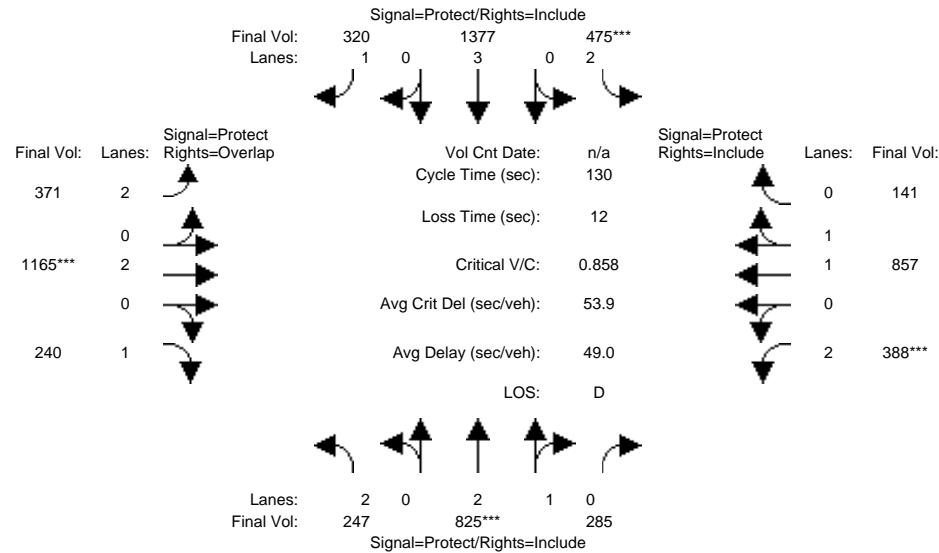
Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:	<hr/>														
Base Vol:	282	1006	144	357	589	353	399	835	182	225	1202	158			
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:	282	1006	144	357	589	353	399	835	182	225	1202	158			
Added Vol:	0	2	3	0	11	0	0	0	0	16	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	282	1008	147	357	600	353	399	835	182	241	1202	158			
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:	282	1008	147	357	600	353	399	835	182	241	1202	158			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	282	1008	147	357	600	353	399	835	182	241	1202	158			
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:	282	1008	147	357	600	353	399	835	182	241	1202	158			
Saturation Flow Module:	<hr/>														
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.60	0.40	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24			
Final Sat.:	3150	4886	713	3150	5700	1750	3150	3800	1750	3150	3270	430			
Capacity Analysis Module:	<hr/>														
Vol/Sat:	0.09	0.21	0.21	0.11	0.11	0.20	0.13	0.22	0.10	0.08	0.37	0.37			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	14.2	29.9	29.9	16.4	32.1	32.1	18.4	53.2	67.4	18.5	53.3	53.3			
Volume/Cap:	0.82	0.90	0.90	0.90	0.43	0.82	0.90	0.54	0.20	0.54	0.90	0.90			
Delay/Veh:	70.7	57.1	57.1	78.1	41.4	57.7	75.3	29.5	16.9	53.1	43.2	43.2			
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:	70.7	57.1	57.1	78.1	41.4	57.7	75.3	29.5	16.9	53.1	43.2	43.2			
LOS by Move:	E	E+	E+	E-	D	E+	E-	C	B	D-	D	D			
HCM2kAvgQ:	7	17	17	12	7	16	10	12	4	6	29	29			

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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



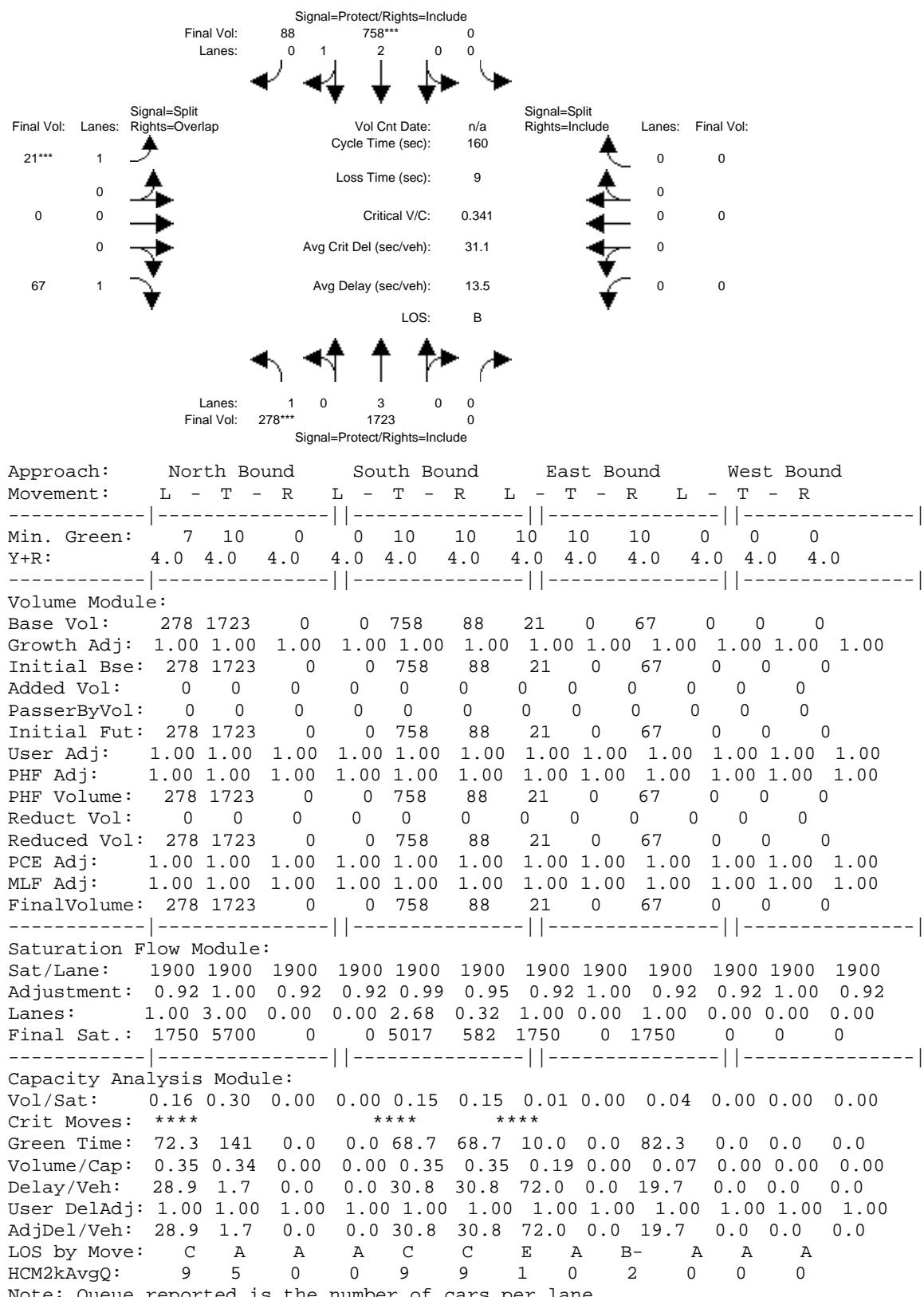
Street Name:	El Camino Real				Page Mill Rd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>															
Base Vol:	247	815	270	475	1375	320	371	1165	240	385	857	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:	247	815	270	475	1375	320	371	1165	240	385	857	141				
Added Vol:	0	10	15	0	2	0	0	0	0	0	3	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	247	825	285	475	1377	320	371	1165	240	388	857	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:	247	825	285	475	1377	320	371	1165	240	388	857	141				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	247	825	285	475	1377	320	371	1165	240	388	857	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:	247	825	285	475	1377	320	371	1165	240	388	857	141				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95				
Lanes:	2.00	2.20	0.80	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.71	0.29				
Final Sat.:	3150	4160	1437	3150	5700	1750	3150	3800	1750	3150	3177	523				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.08	0.20	0.20	0.15	0.24	0.18	0.12	0.31	0.14	0.12	0.27	0.27				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	13.0	30.0	30.0	22.8	39.9	39.9	19.8	46.4	59.4	18.7	45.3	45.3				
Volume/Cap:	0.79	0.86	0.86	0.86	0.79	0.60	0.77	0.86	0.30	0.86	0.77	0.77				
Delay/Veh:	69.5	53.9	53.9	64.7	43.6	40.0	60.6	44.4	22.4	69.4	40.7	40.7				
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:	69.5	53.9	53.9	64.7	43.6	40.0	60.6	44.4	22.4	69.4	40.7	40.7				
LOS by Move:	E	D-	D-	E	D	D	E	D	C+	E	D	D				
HCM2kAvgQ:	6	15	15	14	18	12	9	22	6	12	19	19				

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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

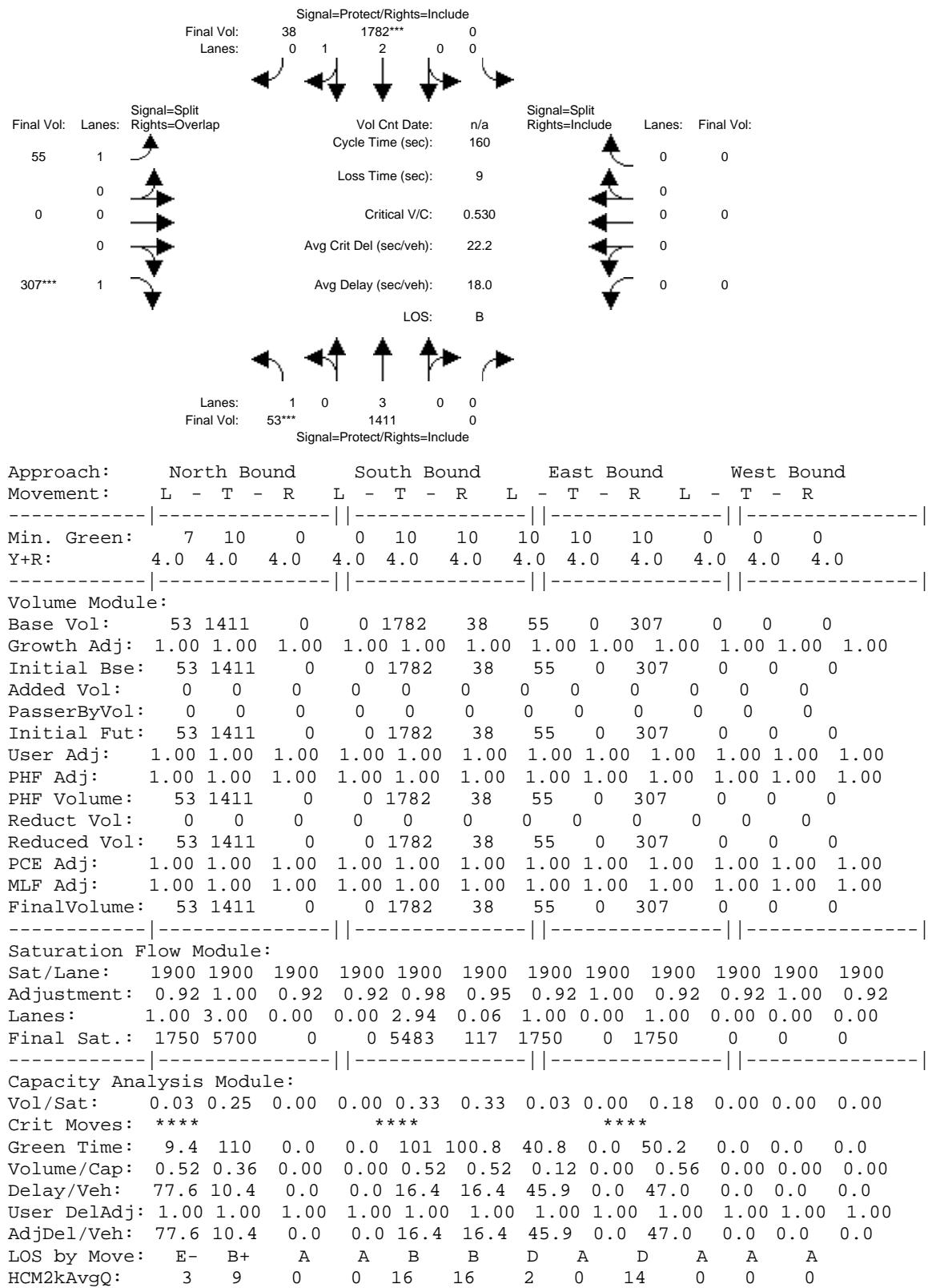
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

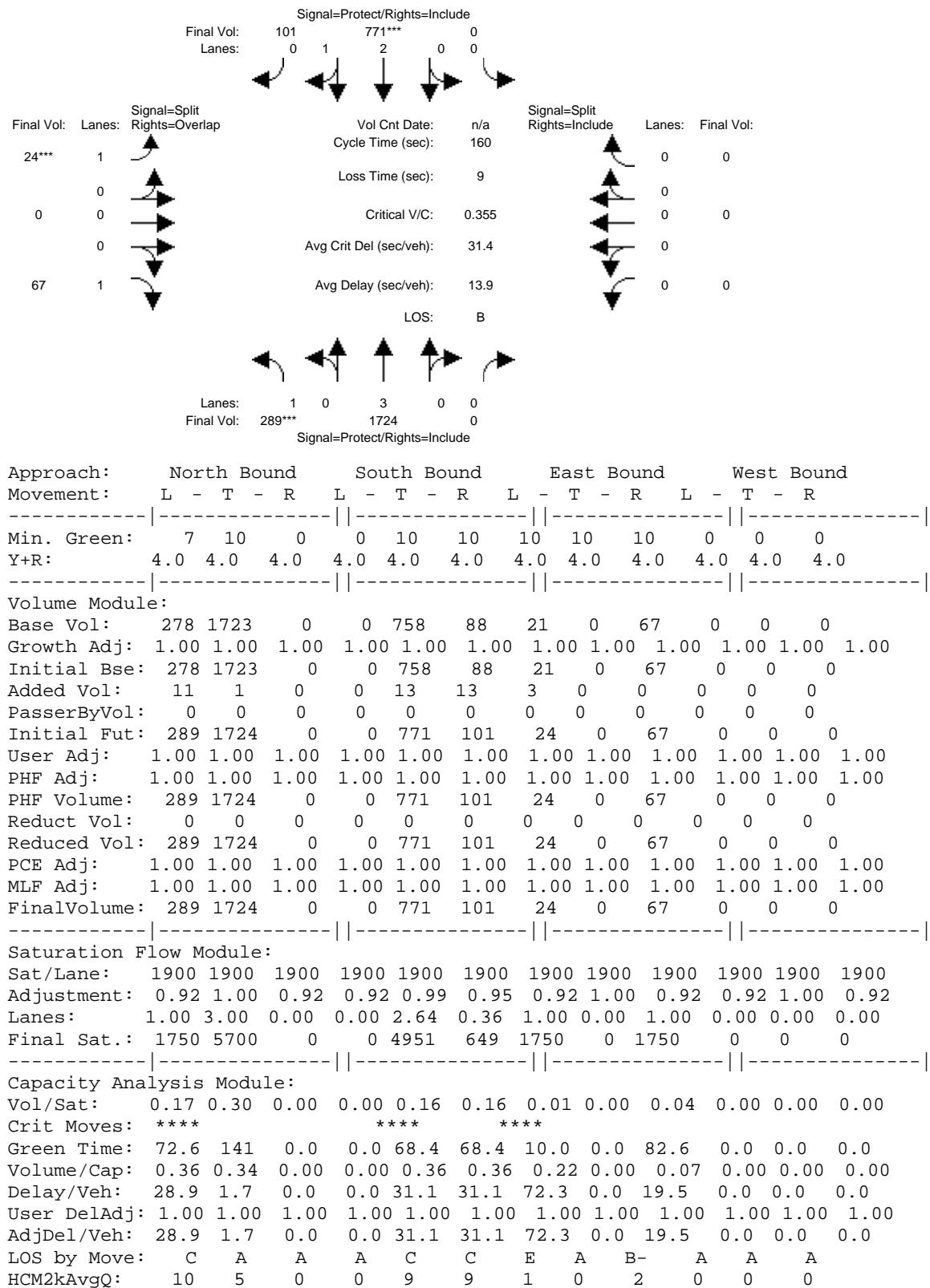
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #2: El Camino Real/Hansen Way

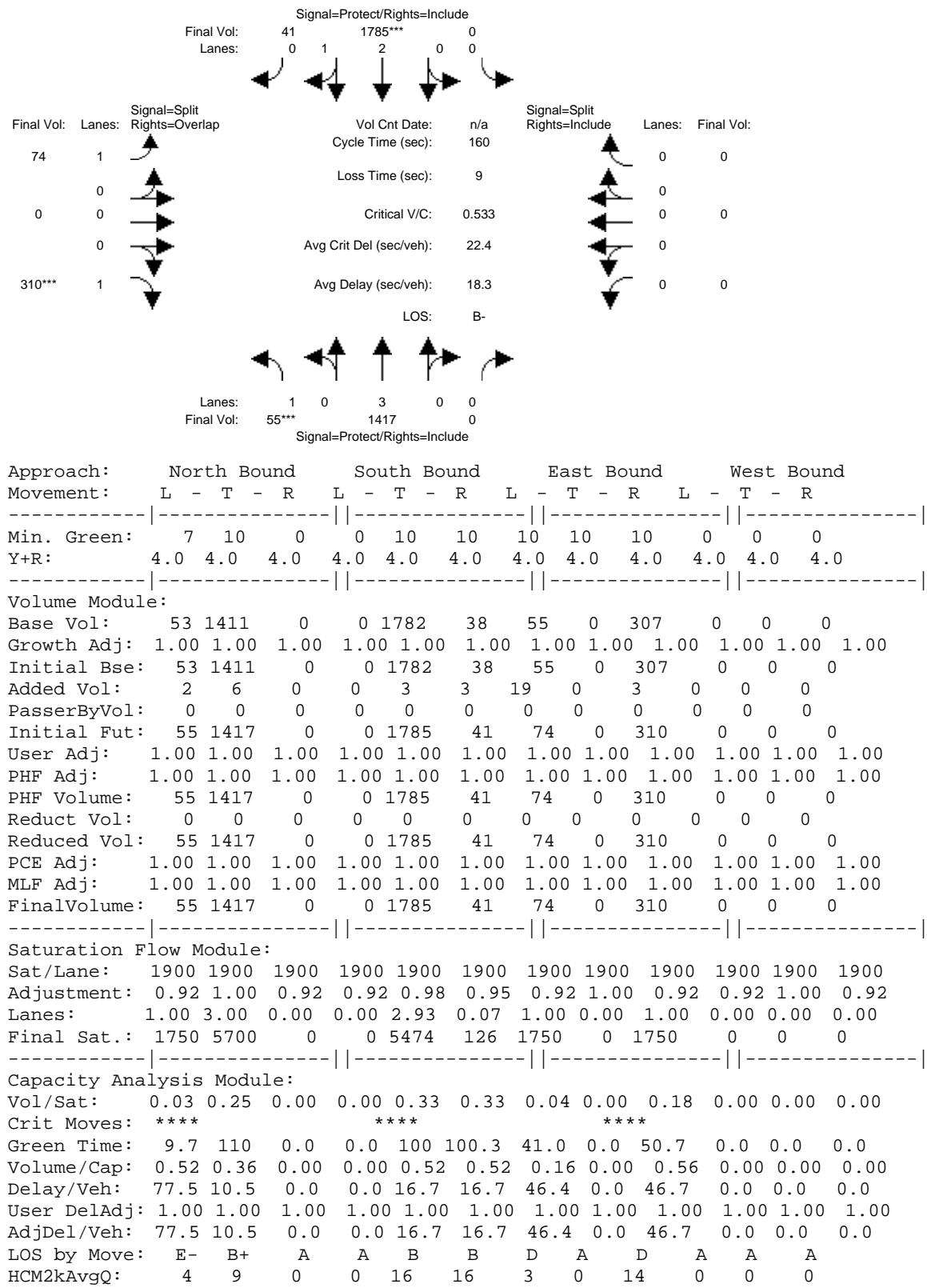


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

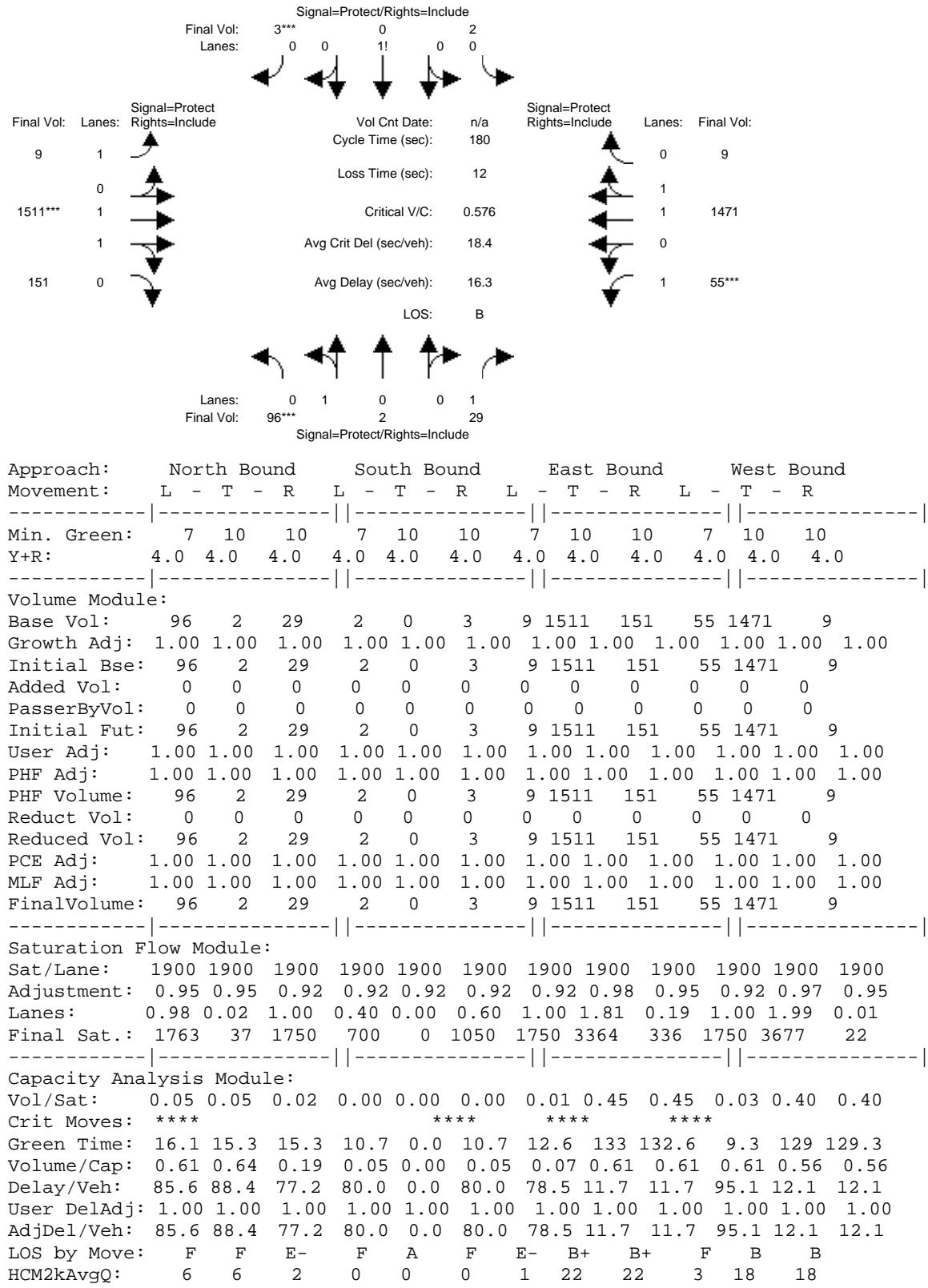
Intersection #2: El Camino Real/Hansen Way



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

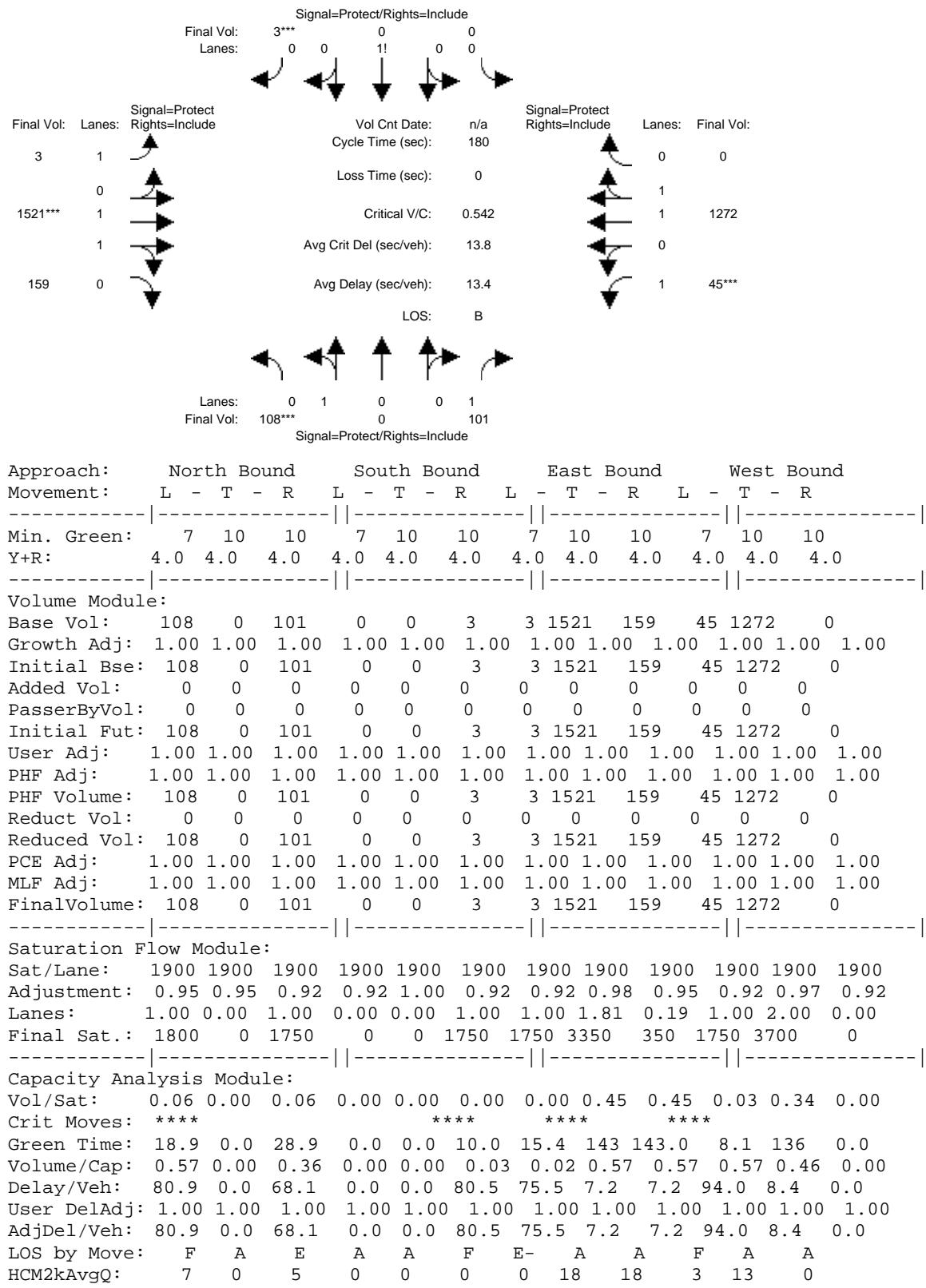
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

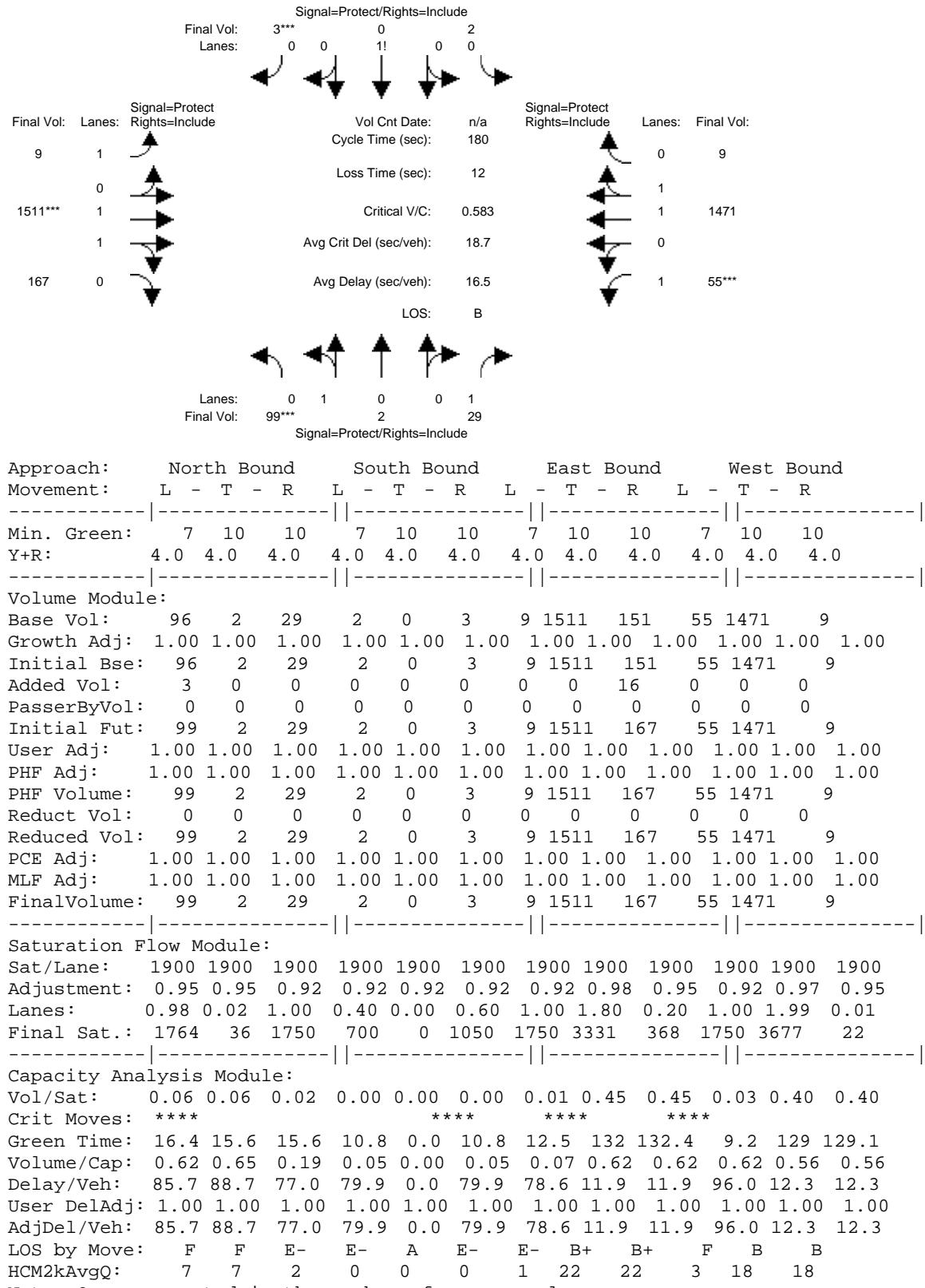
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

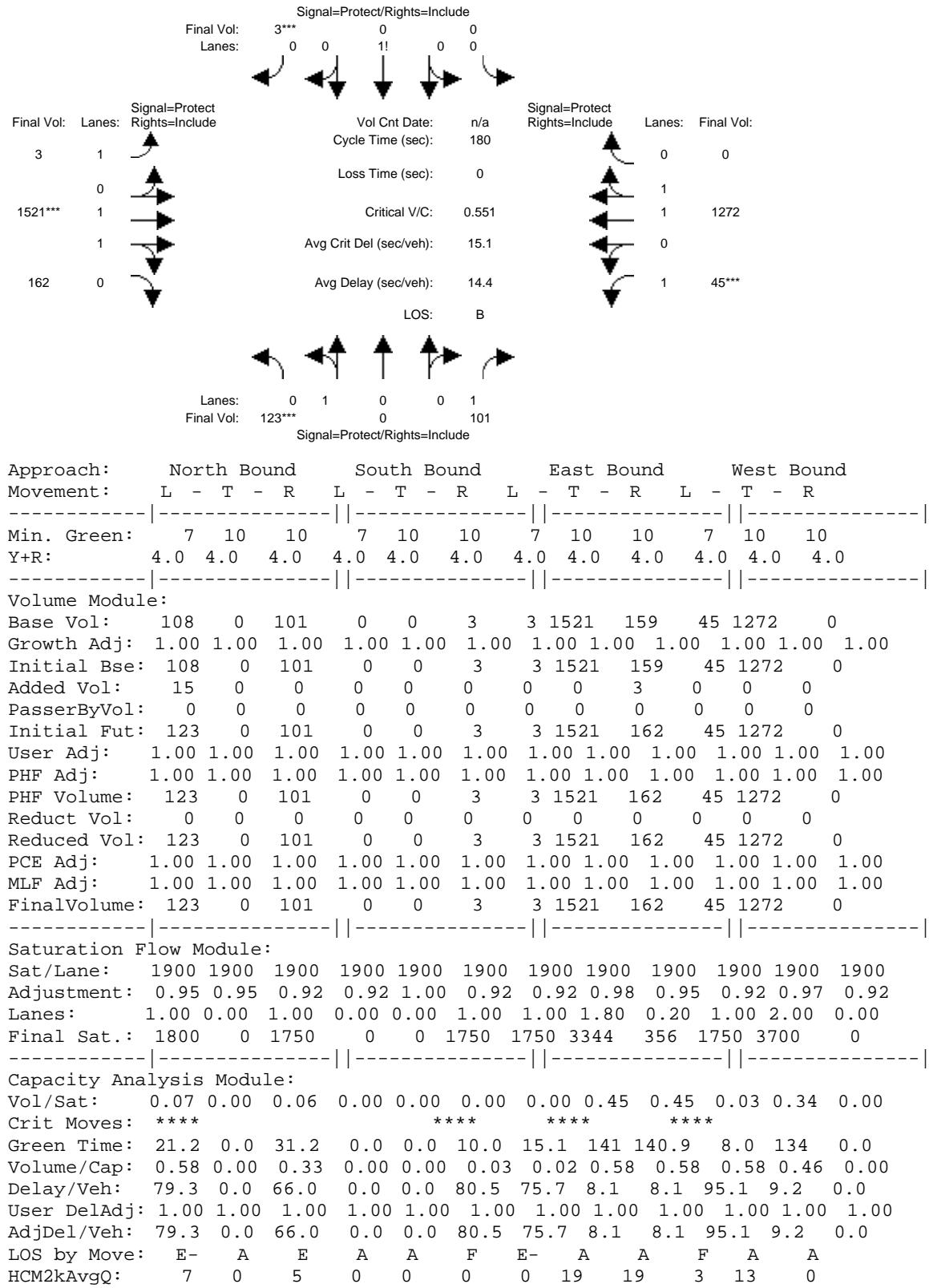
Intersection #3: Hansen Way/Page Mill Rd



3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #3: Hansen Way/Page Mill Rd

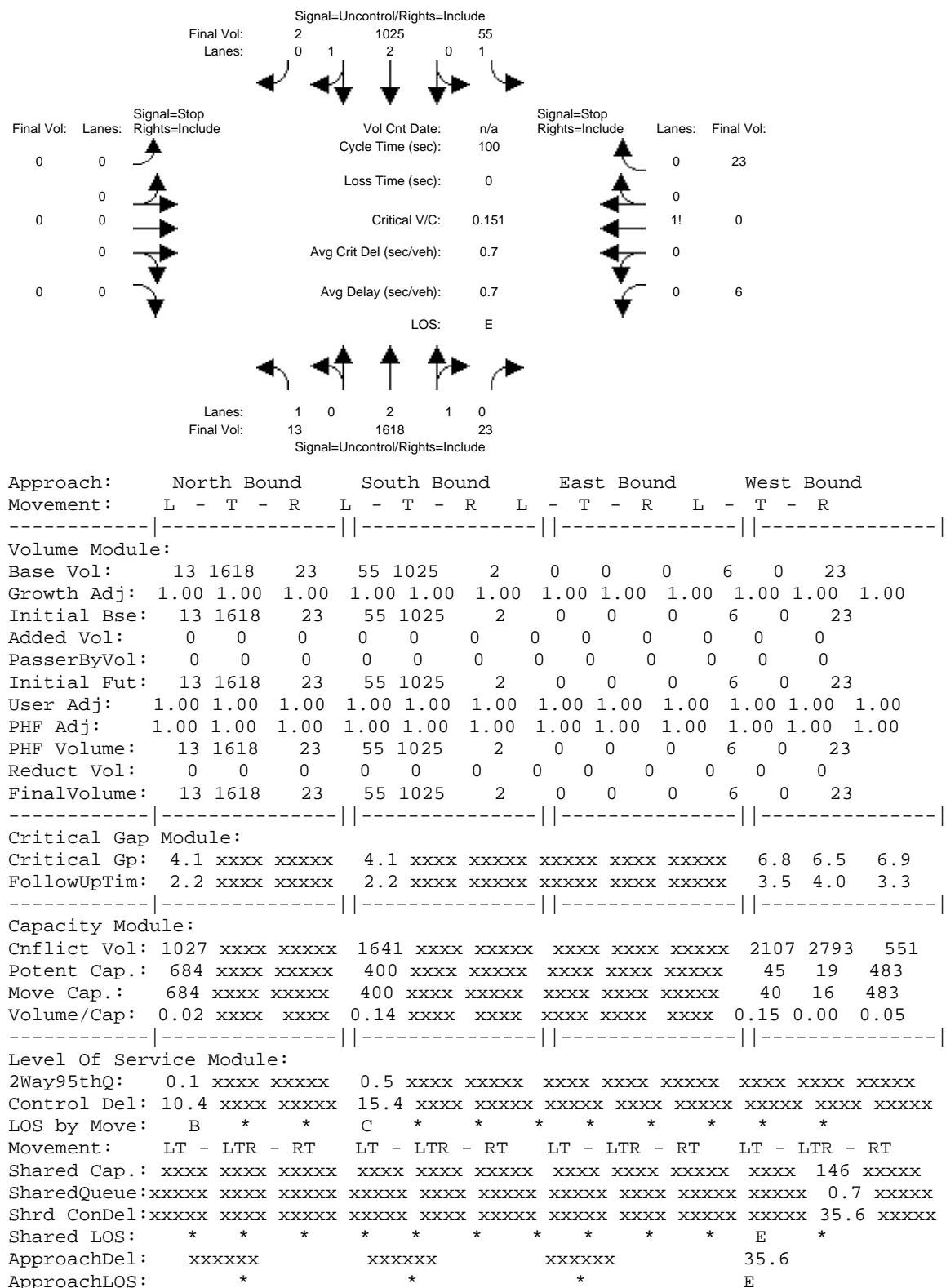


Note: Queue reported is the number of cars per lane.

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

Level Of Service Computation Report
 2000 HCM Unsigned (Future Volume Alternative)
 Cumulative AM

Intersection #4: El Camino Real/Fernando Ave



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

Peak Hour Delay Signal Warrant Report

 Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1618	23 55 1025	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	35.6

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=29]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=2765]
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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1618	23 55 1025	2 0 0 0	6 0 23

Major Street Volume: 2736
Minor Approach Volume: 29
Minor Approach Volume Threshold: -62 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

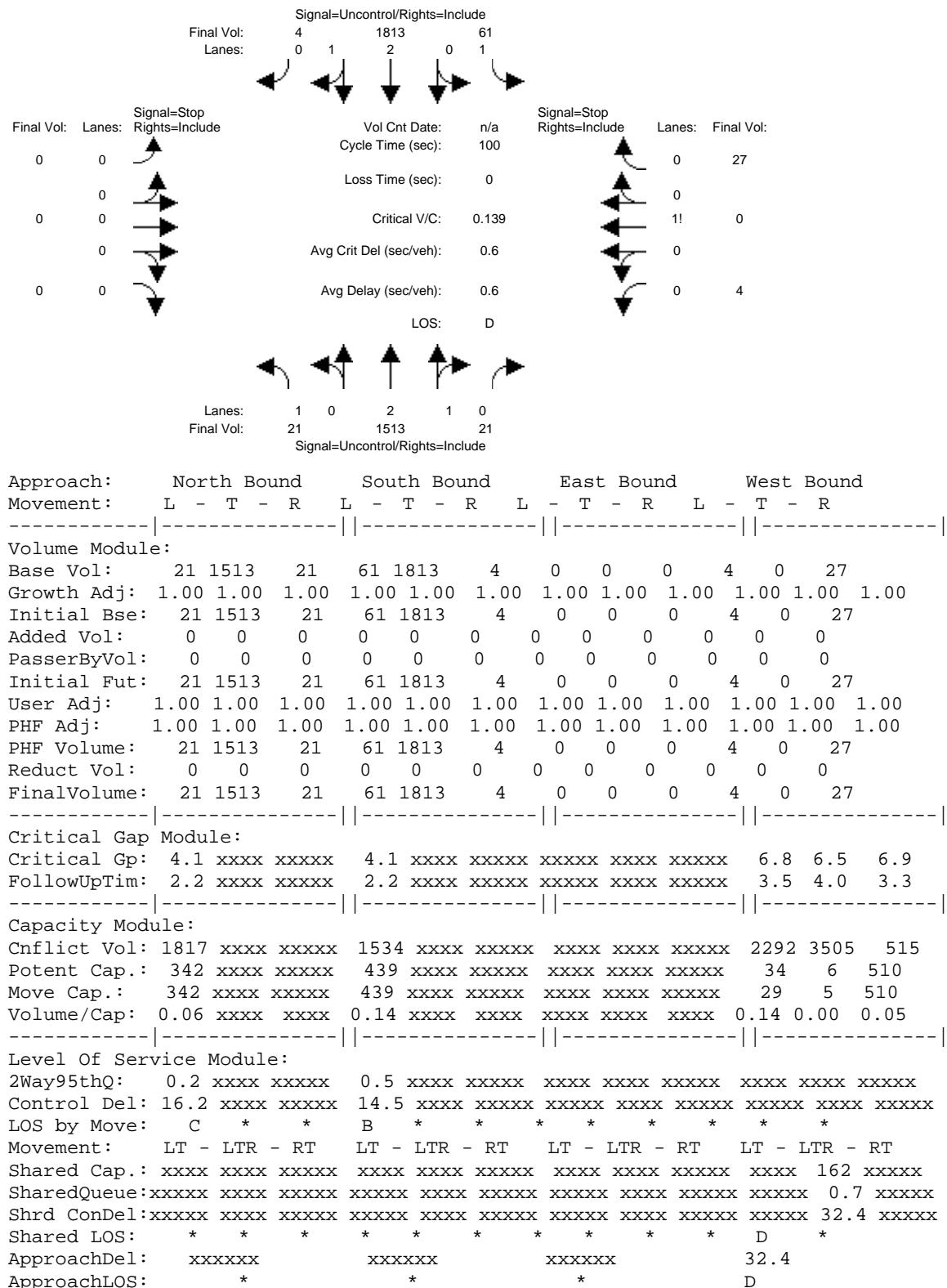
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

Level Of Service Computation Report
2000 HCM Unsigned (Future Volume Alternative)
Cumulative PM

Intersection #4: El Camino Real/Fernando Ave



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

Peak Hour Delay Signal Warrant Report

Intersection #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1513	21 61 1813	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	32.4

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=31]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=3464]
 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1513	21 61 1813	4 0 0 0	4 0 27

Major Street Volume: 3433
 Minor Approach Volume: 31
 Minor Approach Volume Threshold: -140 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

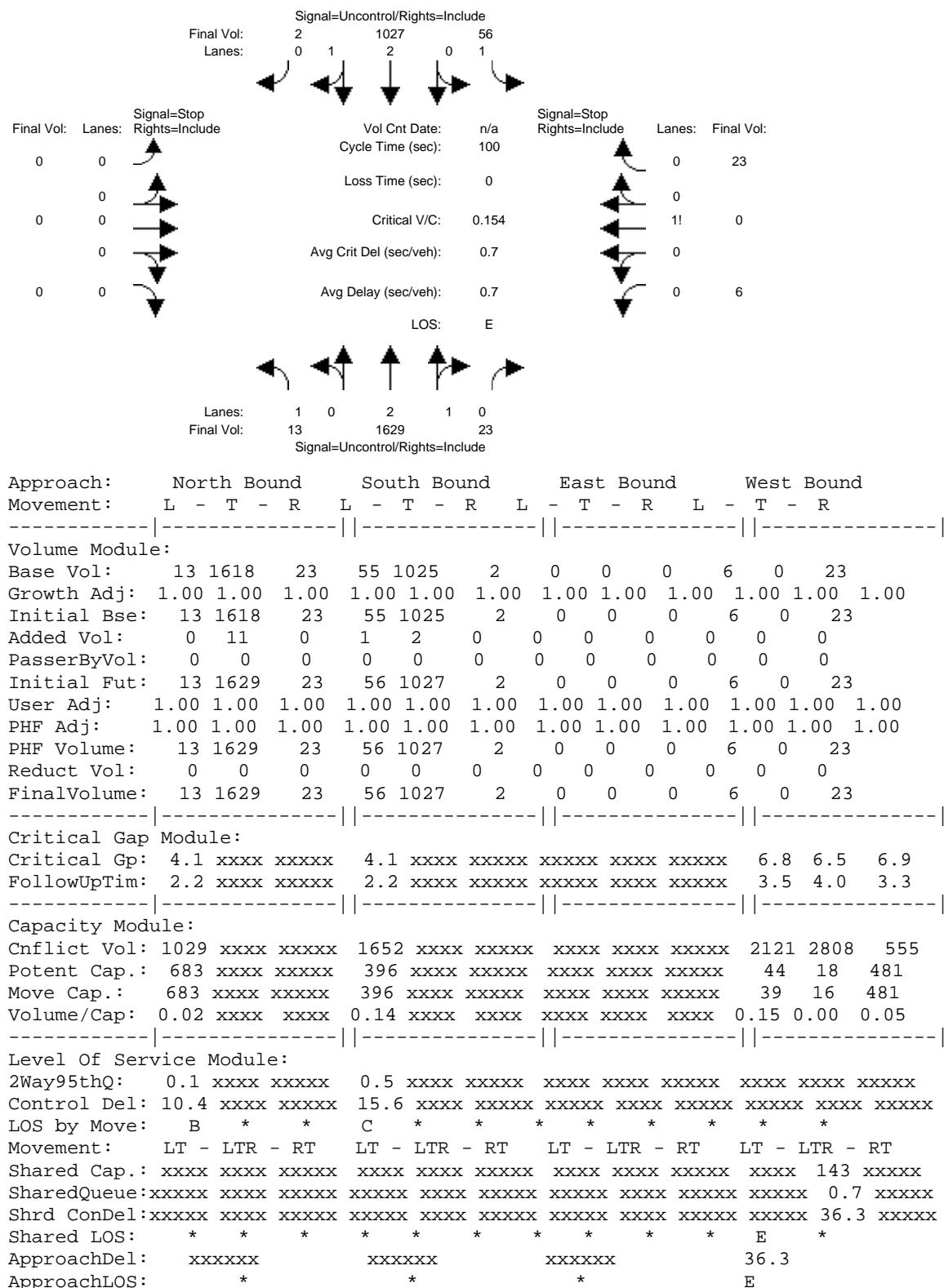
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #4: El Camino Real/Fernando Ave



Peak Hour Delay Signal Warrant Report

 Intersection #4 El Camino Real/Fernando Ave
 *****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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1629	23 56 1027	2 0 0 0	6 0 23
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	36.3

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=29]
 FAIL - Approach volume less than 100 for one lane approach.
 Signal Warrant Rule #3: [approach count=3][total volume=2779]
 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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	13 1629	23 56 1027	2 0 0 0	6 0 23

Major Street Volume: 2750
 Minor Approach Volume: 29
 Minor Approach Volume Threshold: -64 [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.

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1515	21 67 1823	4 0 0 0	4 0 27
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	33.4

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=31]
FAIL - Approach volume less than 100 for one lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=3482]
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 #4 El Camino Real/Fernando Ave

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:	1 0 2 1 0	1 0 2 1 0	0 0 0 0 0	0 0 1! 0 0
Initial Vol:	21 1515	21 67 1823	4 0 0 0	4 0 27

Major Street Volume: 3451
Minor Approach Volume: 31
Minor Approach Volume Threshold: -142 [less than minimum of 100]

SIGNAL WARRANT DISCLAIMER

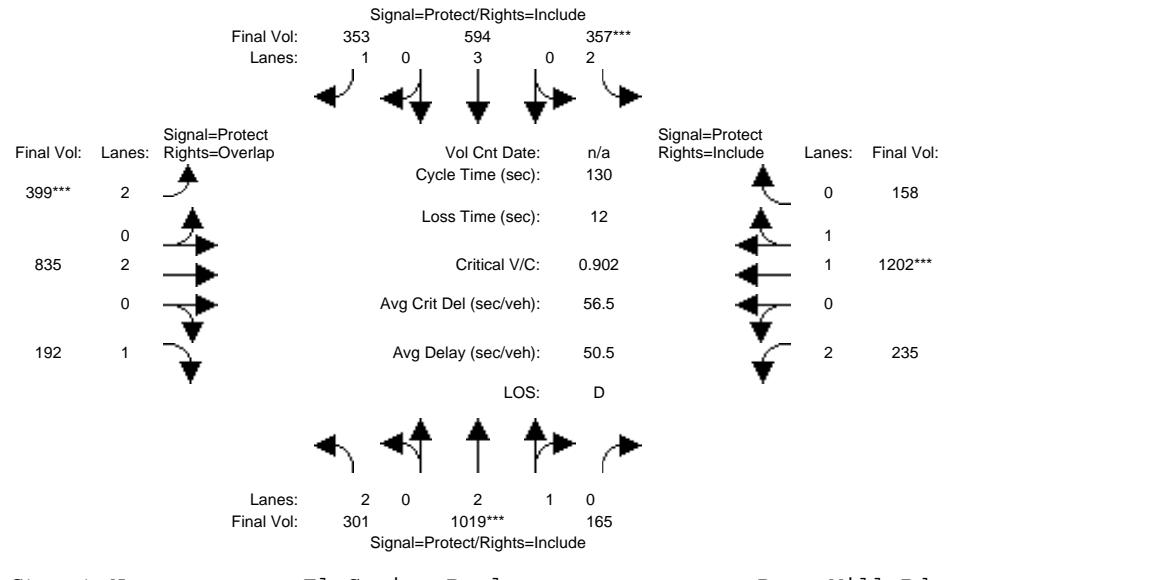
This peak hour signal warrant analysis should be considered solely as an "indicator" of the likelihood of an unsignalized intersection warranting a traffic signal in the future. Intersections that exceed this warrant are probably more likely to meet one or more of the other volume based signal warrant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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



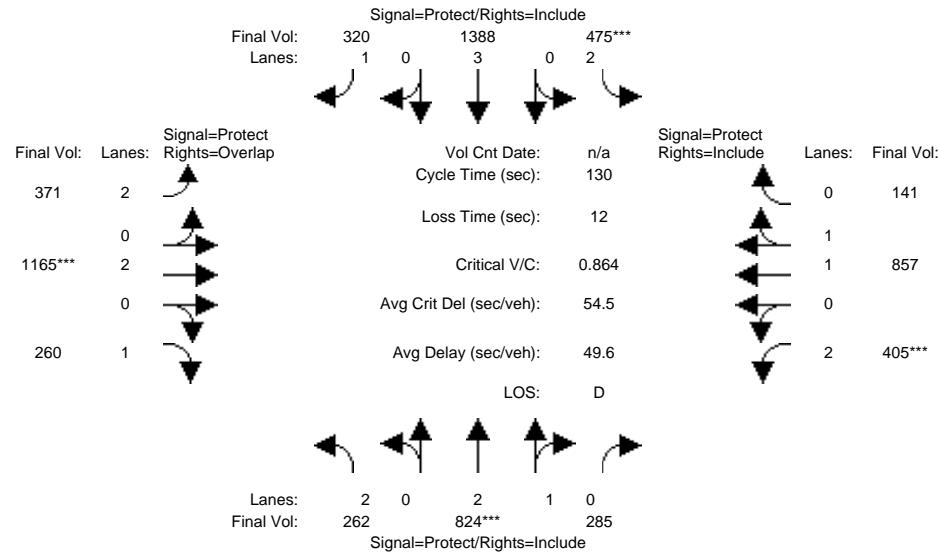
Street Name:	El Camino Real				Page Mill Rd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:	<hr/>															
Base Vol:	301	1019	165	357	594	353	399	835	192	235	1202	158				
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	1.00	1.00	1.00	1.00
Initial Bse:	301	1019	165	357	594	353	399	835	192	235	1202	158				
Added Vol:	0	0	0	0	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	0	0	0	0
Initial Fut:	301	1019	165	357	594	353	399	835	192	235	1202	158				
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	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	1.00	1.00	1.00	1.00
PHF Volume:	301	1019	165	357	594	353	399	835	192	235	1202	158				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1019	165	357	594	353	399	835	192	235	1202	158				
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	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	1.00	1.00	1.00	1.00
FinalVolume:	301	1019	165	357	594	353	399	835	192	235	1202	158				
Saturation Flow Module:	<hr/>															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95				
Lanes:	2.00	2.57	0.43	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24				
Final Sat.:	3150	4819	780	3150	5700	1750	3150	3800	1750	3150	3270	430				
Capacity Analysis Module:	<hr/>															
Vol/Sat:	0.10	0.21	0.21	0.11	0.10	0.20	0.13	0.22	0.11	0.07	0.37	0.37				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	15.0	30.5	30.5	16.3	31.8	31.8	18.2	53.2	68.2	18.0	53.0	53.0				
Volume/Cap:	0.83	0.90	0.90	0.90	0.43	0.83	0.90	0.54	0.21	0.54	0.90	0.90				
Delay/Veh:	70.5	57.2	57.2	79.3	41.7	58.9	76.4	29.5	16.6	53.4	44.0	44.0				
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:	70.5	57.2	57.2	79.3	41.7	58.9	76.4	29.5	16.6	53.4	44.0	44.0				
LOS by Move:	E	E+	E+	E-	D	E+	E-	C	B	D-	D	D				
HCM2kAvgQ:	8	17	17	12	7	17	10	12	4	6	29	29				

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



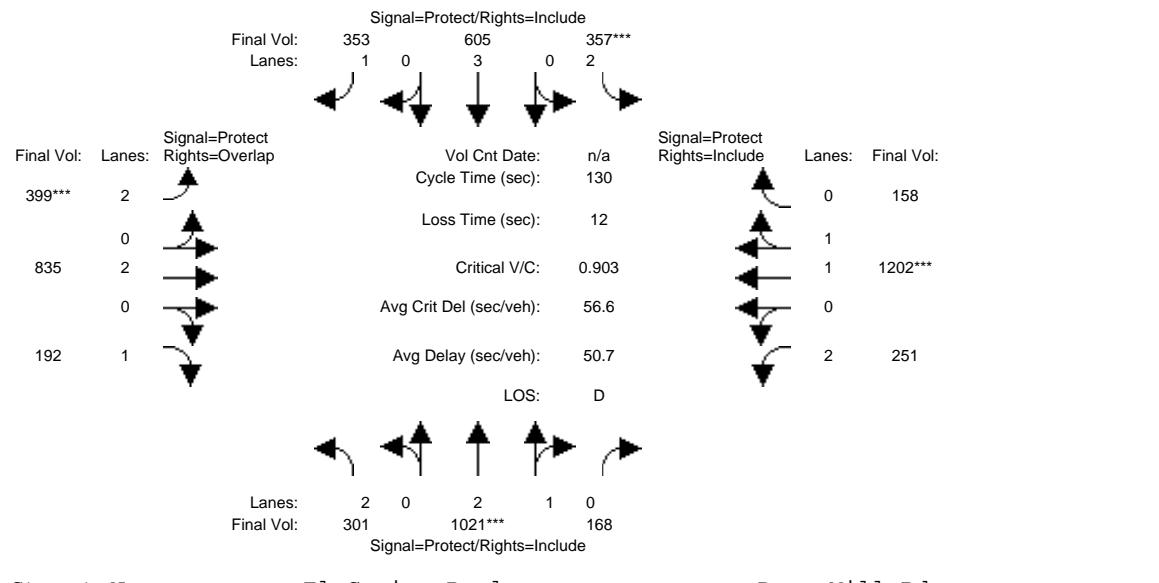
Street Name:	El Camino Real				Page Mill Rd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																
Base Vol:	262	824	285	475	1388	320	371	1165	260	405	857	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:	262	824	285	475	1388	320	371	1165	260	405	857	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:	262	824	285	475	1388	320	371	1165	260	405	857	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:	262	824	285	475	1388	320	371	1165	260	405	857	141				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	262	824	285	475	1388	320	371	1165	260	405	857	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:	262	824	285	475	1388	320	371	1165	260	405	857	141				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95				
Lanes:	2.00	2.20	0.80	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.71	0.29				
Final Sat.:	3150	4159	1438	3150	5700	1750	3150	3800	1750	3150	3177	523				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.20	0.20	0.15	0.24	0.18	0.12	0.31	0.15	0.13	0.27	0.27				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	13.4	29.8	29.8	22.7	39.1	39.1	19.9	46.1	59.5	19.3	45.6	45.6				
Volume/Cap:	0.81	0.86	0.86	0.86	0.81	0.61	0.77	0.86	0.32	0.86	0.77	0.77				
Delay/Veh:	71.1	54.4	54.4	65.5	44.9	40.9	60.2	45.0	22.7	69.3	40.4	40.4				
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:	71.1	54.4	54.4	65.5	44.9	40.9	60.2	45.0	22.7	69.3	40.4	40.4				
LOS by Move:	E	D-	D-	E	D	D	E	D	C+	E	D	D				
HCM2kAvgQ:	7	15	15	14	19	12	9	22	7	12	19	19				

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

3300 El Camino Real Office Development
 Hexagon Transportation Consultants, Inc.
 San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



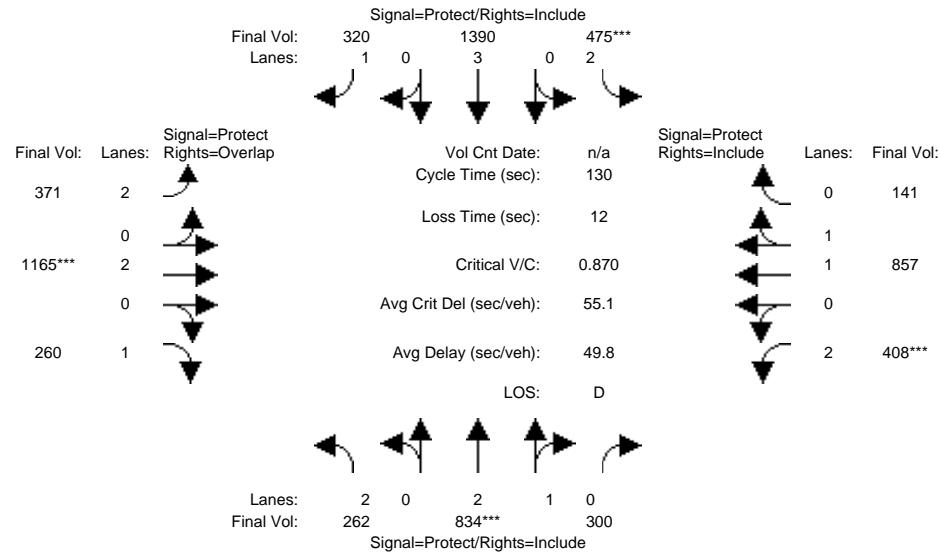
Street Name:	El Camino Real				Page Mill Rd											
Approach:	North Bound		South Bound		East Bound		West Bound									
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10	7	10	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module:																
Base Vol:	301	1019	165	357	594	353	399	835	192	235	1202	158				
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:	301	1019	165	357	594	353	399	835	192	235	1202	158				
Added Vol:	0	2	3	0	11	0	0	0	0	0	16	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	301	1021	168	357	605	353	399	835	192	251	1202	158				
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:	301	1021	168	357	605	353	399	835	192	251	1202	158				
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	301	1021	168	357	605	353	399	835	192	251	1202	158				
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:	301	1021	168	357	605	353	399	835	192	251	1202	158				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95				
Lanes:	2.00	2.56	0.44	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.76	0.24				
Final Sat.:	3150	4808	791	3150	5700	1750	3150	3800	1750	3150	3270	430				
Capacity Analysis Module:																
Vol/Sat:	0.10	0.21	0.21	0.11	0.11	0.20	0.13	0.22	0.11	0.08	0.37	0.37				
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****				
Green Time:	15.1	30.6	30.6	16.3	31.8	31.8	18.2	52.2	67.3	18.9	52.9	52.9				
Volume/Cap:	0.82	0.90	0.90	0.90	0.43	0.82	0.90	0.55	0.21	0.55	0.90	0.90				
Delay/Veh:	70.3	57.2	57.2	79.5	41.7	58.7	76.6	30.3	17.1	52.9	44.1	44.1				
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:	70.3	57.2	57.2	79.5	41.7	58.7	76.6	30.3	17.1	52.9	44.1	44.1				
LOS by Move:	E	E+	E+	E-	D	E+	E-	C	B	D-	D	D				
HCM2kAvgQ:	8	17	17	12	7	17	10	12	4	6	29	29				

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

3300 El Camino Real Office Development
Hexagon Transportation Consultants, Inc.
San Jose, CA

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

Intersection #1104: El Camino Real/Page Mill Rd



Street Name:	El Camino Real				Page Mill Rd										
Approach:	North Bound		South Bound		East Bound		West Bound								
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Min. Green:	7	10	10	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	4.0	4.0	4.0
Volume Module:															
Base Vol:	262	824	285	475	1388	320	371	1165	260	405	857	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:	262	824	285	475	1388	320	371	1165	260	405	857	141			
Added Vol:	0	10	15	0	2	0	0	0	0	3	0	0			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	262	834	300	475	1390	320	371	1165	260	408	857	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:	262	834	300	475	1390	320	371	1165	260	408	857	141			
Reduc Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	262	834	300	475	1390	320	371	1165	260	408	857	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:	262	834	300	475	1390	320	371	1165	260	408	857	141			
Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95			
Lanes:	2.00	2.18	0.82	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.71	0.29			
Final Sat.:	3150	4117	1481	3150	5700	1750	3150	3800	1750	3150	3177	523			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.20	0.20	0.15	0.24	0.18	0.12	0.31	0.15	0.13	0.27	0.27			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green Time:	13.4	30.3	30.3	22.5	39.4	39.4	19.8	45.8	59.3	19.4	45.4	45.4			
Volume/Cap:	0.80	0.87	0.87	0.87	0.80	0.60	0.77	0.87	0.33	0.87	0.77	0.77			
Delay/Veh:	70.6	54.5	54.5	66.4	44.6	40.6	60.6	45.7	22.8	70.0	40.7	40.7			
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:	70.6	54.5	54.5	66.4	44.6	40.6	60.6	45.7	22.8	70.0	40.7	40.7			
LOS by Move:	E	D-	D-	E	D	D	E	D	C+	E	D	D			
HCM2kAvgQ:	7	16	16	14	19	12	9	22	7	12	19	19			

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

Appendix E

Background and Cumulative Developments

3300 El Camino Real Project

Background Projects for Traffic Analysis (Unoccupied Entitled Projects)

Address	Project Description	Status
3877 El Camino Real	17 residential units and 4,676 square feet of commercial space	Under Construction
3265 El Camino Real	275 square feet of commercial space and 3 Residential Units	Approved
Stanford University Medical Center	180,773 square feet of office	Approved
1451-1601 California Avenue	180 dwelling units	Under Construction

Cumulative Project List for Traffic Analysis (Entitlement Under Review)

Address	Project Description	Status
200 Portage Avenue	85 ownership townhomes	Planning Review
2951 El Camino Real	119 residential units, 5,000 square foot office space, and 1,000 square foot retail space	Planning Review
3585 El Camino Real	3 residential units and 2,500 square feet of office space	Planning Review
123 Sherman Avenue	75 Residential Rental Units and 36,000 sf of Office Space	Planning Review