

Appendix H

Local Transportation Analysis



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative



Prepared for the City of Palo Alto

Submitted by
W-Trans

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Executive Summary

The project proposed for 200 Portage Avenue includes the partial demolition of an existing building, removing 84,000 square feet of vacant retail space, and the construction of 91 townhomes in its place. This project would generate an average of 596 net-new daily trips, including 40 trips during the a.m. peak hour and 47 trips during the p.m. peak hour.

Seven intersections were evaluated for this study. It was determined that four of the seven intersections would continue operating acceptably under all conditions with or without the project. The intersection of El Camino Real/Page Mill Road is expected to operate at LOS F with or without the project during the p.m. peak hour under the Cumulative Condition. The remaining two intersections, the unsignalized intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue, are anticipated to operate at LOS F under every condition evaluated, with or without the project.

This project is presumed to have a less-than-significant transportation impact on vehicle miles traveled (VMT) since the estimated VMT per capita of 4.89 is below the significance threshold of 11.33 miles per capita.

Vehicles would primarily access the project site via a pair of driveways on Park Boulevard. Sight distances at these driveways for both entering and exiting drivers would be adequate. Pedestrian access between the project site and Park Boulevard would be acceptable, as would bicycle and transit access.

The proposed project would conflict with the City of Palo Alto's Bicycle & Pedestrian Transportation Plan (2012) as well as the County of Santa Clara Countywide Trails Plan (1995) since an Enhanced Bikeway is not provided to connect Park Boulevard to Portage Avenue. This conflict with adopted plans addressing bicycle and pedestrian circulation is a significant impact. Modification of the site plan to include a suitable Enhanced Bikeway facility and dedication of a public easement to allow public access will reduce this to a less-than-significant impact.

Both the proposed parking supply of 218 spaces and the bicycle parking supply of 101 spaces exceed the requirements of the City's Code.

This analysis also considers an alternative to the proposed project. The Development Agreement alternative includes:

- Construction of 74 new market rate townhomes and 75 affordable apartments;
- Retention of existing research and development (142,744 square feet) and office (4,707 square feet) uses;
- Removal of occupied warehouse (5,639 square feet), commercial recreation (1,750 square feet), and vacant retail space (84,000 square feet);
- The addition of 2,600 square feet of retail space; and
- Conversion of automotive services space (11,762 square feet) to research and development use.

This development option would be expected to generate 43 net-new a.m. peak hour vehicle trips and 51 trips during the p.m. peak hour. This represents an increase of three and four trips during the a.m. and p.m. peak hours, respectively when compared to the proposed project.

Because each of the proposed uses within the mixed-use project alternative would meet the respective screening criteria adopted by Council, the project is presumed to have a less-than-significant transportation impact on vehicle miles traveled (VMT).

A separate intersection level of service analysis for the project alternative was not conducted since the nominal change in new peak hour trips between the base project and the project alternative are not anticipated to alter the conclusions with respect to impacts on the transportation system.

Introduction

This report presents an analysis of the potential transportation impacts that would be associated with the proposed development of 91 townhome condominiums to be located at 200 Portage Avenue in the City of Palo Alto. The study was completed in accordance with the criteria established by the City of Palo Alto in the City's Local Transportation Impact Analysis Policy and is consistent with standard traffic engineering techniques.

Prelude

The purpose of a transportation impact study is to provide City staff and policy makers with data that they can use to make an informed decision regarding the potential transportation impacts and effects on traffic operation of a proposed project, and any associated improvements that would be required in order to mitigate these impacts and effects to an acceptable level under CEQA, the City's General Plan, or other policies. Impacts relative to access for pedestrians, bicyclists, and to transit are addressed in the context of the CEQA criteria. Consistent with SB 743, the project's transportation impacts were analyzed using VMT. While no longer required as part of the CEQA review process, vehicular traffic service levels at key intersections were also evaluated for consistency with the City of Palo Alto City Council's adopted policies by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on anticipated travel patterns specific to the proposed project, then analyzing the potential impact the new traffic would be expected to have on the study intersections.

Project Profile

This transportation analysis is based upon the criteria described in the Palo Alto Local Transportation Impact Analysis Policy guidelines. The intent of this transportation analysis is to evaluate the proposed project, which would include the demolition of 84,000 square feet of vacant retail space to make way for the construction of 91 townhomes. The project site is located at 200 Portage Avenue in the City of Palo Alto, as shown in Figure 1.



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 1 – Study Area and Existing Lane Configurations

Transportation Setting

Operational Analysis

Study Area and Periods

The list of study intersections is provided below, including an indication as to whether the location is included in the Santa Clara County Congestion Management Program (CMP) network.

1. Park Boulevard/Page Mill Road
2. Park Boulevard/Olive Avenue
3. Park Boulevard/Lambert Avenue
4. El Camino Real/Page Mill Road (CMP)
5. El Camino Real/Olive Avenue
6. El Camino Real/Portage Avenue
7. El Camino Real/Lambert Avenue

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Conditions during the a.m., and p.m. peak hours were evaluated for the following scenarios:

1. **Existing Conditions.** Existing peak hour volumes, lane geometry, and traffic control (e.g., signal timing, signal phasing, etc.)
2. **Existing plus Project Conditions.** Existing peak hour volumes plus estimated net-new project-generated trips.
3. **Background Conditions (Existing + Near-Term Growth).** Existing peak hour volumes plus the 5-year estimated growth between the existing and cumulative model runs using growth rates derived from the City of Palo Alto's Travel Demand Forecast Model.
4. **Background plus Project Conditions (Existing + Near-Term + Project).** Background Conditions volumes plus net-new project-generated trips.
5. **Cumulative Conditions.** Existing Condition peak hour volumes plus anticipated forecasted growth for the year 2040 derived from the City of Palo Alto's Travel Demand Forecast Model. This scenario includes the assumed completion of any geometric and/or traffic control improvements planned for the study intersections.
6. **Cumulative plus Project Conditions.** Cumulative plus Project operating conditions based on a forecast of net-new trips associated with the proposed project added to the Cumulative (No Project) Conditions traffic volumes.

Local Roadway Network

The study area is served by a network of arterials, collectors, and local streets. Through traffic is generally served by arterial streets, while collector streets connect arterials to local streets and land uses. Local streets provide direct access to land uses. The study area roadways are summarized below.

El Camino Real (State Route 82) is a north-south principal arterial roadway that provides local and regional access between San Francisco and San Jose. This road has three travel lanes in each direction and one to two left-turn lanes at major driveways and intersections. Within the study area, the northbound and southbound travel lanes are separated by a median. El Camino Real has a posted speed limit of 35 mph.

Park Boulevard is a two-lane north-south collector street providing access between the Evergreen Park, Ventura, and Charleston Meadow Neighborhoods. Park Boulevard has a posted speed limit of 25 mph.

Page Mill Road is a four-lane, east-west principal arterial which provides access between Highway 101 and Interstate 280 and El Camino Real. Within the study area, Page Mill Road has a posted speed limit of 35 mph.

Study Intersections

Park Boulevard/Page Mill Road is a signalized, four-legged intersection. Marked crosswalks, curb ramps and pedestrian signals are provided on all four legs.

Park Boulevard/Olive Avenue is an unsignalized three-legged intersection with the eastbound Olive Avenue approach stop-controlled. There is a crosswalk with high visibility markings and pedestrian crossing signage on the north and south legs. Pedestrian curb ramps are provided on all four corners.

Park Boulevard/Lambert Avenue is an unsignalized three-legged intersection with all-way stop-control. Although there are pedestrian curb ramps at each corner, marked crosswalks are not provided on any of the four legs.

El Camino Real/Page Mill Road is a signalized, four-legged intersection with protected left-turn phasing on the east-west approaches and split-phase operation on the north-south approaches. Marked crosswalks and pedestrian signals are provided on all four legs. This intersection is operated by Caltrans and is part of the Santa Clara County Congestion Management Program (CMP) network.

El Camino Real/Olive Avenue is an unsignalized three-legged intersection with the terminating westbound Olive Avenue approach stop-controlled. Although there are pedestrian curb ramps at each corner, marked crosswalks are not provided on any of the legs. A driveway on the west side of El Camino Avenue acts as a fourth leg.

El Camino Real/Portage Avenue is signalized three-legged intersection with the westbound Portage Avenue approach stop-controlled. There are marked crosswalks on the north and east legs. Pedestrian curb ramps exist at each corner. A driveway on the west side of El Camino Avenue acts as a fourth leg. This intersection is operated by Caltrans.

El Camino Real/Lambert Avenue is an unsignalized three-legged intersection with the westbound Lambert Avenue approach stop-controlled. Marked crosswalks are not provided on any of the intersection legs.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Non-Automobile Transportation Modes

Pedestrian Facilities

Pedestrian facilities include sidewalks, crosswalks, pedestrian signal phases, curb ramps, curb extensions, and various streetscape amenities such as lighting, benches, etc. In general, a network of sidewalks, crosswalks, pedestrian signals, and curb ramps provide access for pedestrians near the project site.

- **Park Boulevard** – Continuous sidewalks are provided along both sides of Park Boulevard between Page Mill Road and Lambert Avenue, with curb ramps and overhead lighting provided at intersections. Crosswalks are provided at the intersection with Olive Avenue.
- **El Camino Real** – Continuous sidewalks are provided along both sides of El Camino Real between Page Mill Road and Lambert Avenue, with curb ramps and overhead lighting provided at intersections. Crosswalks are provided at the intersection with Portage Avenue.
- **Page Mill Road** – On the south side of Page Mill Road between El Camino Real and Park Boulevard there are continuous sidewalks, with curb ramps and overhead lighting provided at intersections.
- **Olive Avenue** – Continuous sidewalks are provided along both sides of Olive Avenue between El Camino Real and Park Boulevard, with curb ramps and overhead lighting provided at intersections. Crosswalks are provided at the intersection with Park Boulevard.
- **Portage Avenue** – Continuous sidewalks are provided along both sides of Portage Avenue between El Camino Real and Ash Street, with curb ramps and overhead lighting provided at intersections.

Bicycle Facilities

The *Highway Design Manual*, Caltrans, 2017, classifies bikeways into four categories:

- **Class I Multi-Use Path** – a completely separated right-of-way for the exclusive use of bicycles and pedestrians with cross flows of motorized traffic minimized.
- **Class II Bike Lane** – a striped and signed lane for one-way bike travel on a street or highway.
- **Class III Bike Route** – signing only for shared use with motor vehicles within the same travel lane on a street or highway.
- **Class IV Bikeway** – also known as a separated bikeway, a Class IV Bikeway is for the exclusive use of bicycles and includes a separation between the bikeway and the motor vehicle traffic lane. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

In the project area Class II bike lanes exist on Park Boulevard between California Avenue and Lambert Avenue. Bicyclists ride in the roadway and/or on sidewalks along all other streets within the project study area. Table 1 summarizes the existing and planned bicycle facilities in the project vicinity, as contained in the *City of Palo Alto Bicycle & Pedestrian Transportation Plan*, 2012.

Table 1 – Bicycle Facility Summary

Status Facility	Class	Length (miles)	Begin Point	End Point
Existing				
Page Mill Rd	II	1.4	El Camino Real	Berry Hill Ct
Park Blvd	II	0.6	California Ave	Lambert Ave
Planned				
Page Mill Rd	I	0.48	Hanover St	El Camino Real
El Camino Real	II	1.20	Page Mill Rd	Maybell Ave
Portage Ave	II	0.27	El Camino Real	Park Blvd

Source: *City of Palo Alto Bicycle & Pedestrian Transportation Plan*, Alta Planning & Design, 2012

Transit Facilities

Development sites which are located within a 0.5-mile (2,640-foot) walk of a transit stop are generally considered to be adequately served by transit.

Santa Clara Valley Transportation Authority (VTA)

The Santa Clara Valley Transportation Authority (VTA) provides fixed route bus service and light rail train service in Santa Clara County. Two bicycles can be carried on most VTA buses. Bike rack space is on a first-come, first-served basis. Additional bicycles are allowed on VTA buses at the discretion of the driver.

Within a 0.5-mile walk of the project site there are bus stops for Routes 22, 89, 522, Rapid 522, Express 101, Express 102, and Express 103. The combined service areas of these routes provide access between the project site and a variety of destinations such as the Palo Alto Transit Center, Palo Alto VA Hospital, Stanford Research Park, Santa Clara University, Winchester Light Rail Station, Santa Teresa Light Rail Station, Downtown San Jose, and Eastridge Transit Center. Bus service for these routes is generally available daily for 24 hours a day at 15- to 30-minute headways.

Dial-a-ride, also known as paratransit or door-to-door service, is available for those who are unable to independently use the transit system due to a physical or mental disability. VTA Paratransit is designed to serve the needs of individuals with disabilities within Palo Alto and Santa Clara County.

Dumbarton Express

The Dumbarton Express service is provided through a consortium of AC Transit, Bay Area Rapid Transit (BART), Union City Transit, Caltrain, SamTrans and the VTA. This service is provided on weekdays as an express bus service across the Dumbarton Bridge, connecting Palo Alto and Menlo Park with Union City, Fremont, and Newark. Route DB1 provides services from the Union City BART Station to the Stanford research park and operates from 5:10 a.m. to 8:30 p.m. with headways ranging from 15 to 25 minutes depending on the time of day. The nearest bus stop for Route DB1 is located approximately 0.6 miles away from the project site at the intersection of Page Mill Road/Ramos Way. Weekend service is not provided on Route DB1.

Stanford Research Park Shuttle

The Research Park shuttle provides rides from the Palo Alto Transit Center to the Research Park during the morning commute period and back to the Palo Alto Transit Center during the evening commute. Shuttles are typically available at 30-minute headways between 7:00 a.m. to 10:00 a.m. in the morning and 3:20 p.m. to 7:00 pm in the

evening. The nearest shuttle stop for this service is located approximately 0.6 miles away at the intersection of Page Mill Road/Ramos Way.

Caltrain

Caltrain is the commuter rail line serving the San Francisco Peninsula. It connects Palo Alto with San Francisco to the north and San Jose and Gilroy to the south. The California Avenue Caltrain Station is located at 101 California Avenue which is approximately 0.4 miles (or 2,000 feet) from the project site. Weekday train service is provided at this station with both northbound and southbound trains at one-hour headways from 8:00 a.m. to 11:00 p.m.

Both bicycle racks and lockers are provided at the train station. Bicycle racks are available on a first-come-first-served basis, while lockers must be reserved. Paid vehicle parking is available at the station for riders.

On-Demand Transportation Services

On-demand private vehicle services (e.g., taxi, Uber, Lyft, etc.) are available in Palo Alto 24 hours a day. These vehicles can be used for trips both locally and to farther destinations.

Vehicle Miles Traveled (VMT)

Senate Bill (SB) 743 established the increase in Vehicle Miles Traveled (VMT) associated with a project as the basis for determining traffic impacts. Consideration was given to the project's potential generation of Vehicle Miles Traveled (VMT). Guidance provided by both the California Governor's Office of Planning and Research (OPR) in the publication *Transportation Impacts (SB 743) CEQA Guidelines Update and Technical Advisory*, 2018, and the City of Palo Alto VMT Transportation Analysis Methodology Under CEQA (dated June 15, 2020), was used. Guidance provided in these documents recommends the use of screening thresholds to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See CEQA Guidelines, 15036(c)(3)(C), 15128, and Appendix G.) The Palo Alto VMT Criteria states that projects located within a half-mile walkshed around high-quality transit corridors that do not exceed City parking requirements can be presumed to cause a less-than-significant VMT impact.

The proposed project at 200 Portage Avenue, although located within a half-mile of a high-quality transit corridor, would not satisfy the VMT screening criteria since the proposed number of parking spaces exceeds the City's requirements.

According to the Santa Clara Countywide VMT Evaluation Tool (Version 2), the countywide VMT per capita is 13.33 miles. Based on the Palo Alto VMT Criteria, a project generating a VMT that is 15 percent or more below this value, or 11.33 miles per capita, would have a less-than-significant VMT impact. The evaluation tool estimates that this project would have a projected VMT rate of 4.89 miles per capita. Because this per capita VMT rate is below the significance threshold of 11.33 miles, the project would be considered to have a less-than-significant VMT impact. A summary of the VMT findings is provided in Table 2. A copy of the Santa Clara Countywide Evaluation Tool screening results output is provided in Appendix A.

Table 2 – Vehicle Miles Traveled Analysis Summary

VMT Metric	Baseline VMT Rate	Significance Threshold	Project VMT Rate	Resulting Significance
Household VMT per Capita (Countywide Baseline)	13.33	11.33	4.89	Less than significant

Note: VMT Rate is measured in VMT/Capita, or the number of daily miles driven per resident

Finding – The project would be expected to have a less-than-significant transportation impact on vehicle miles traveled.

Capacity Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2000. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersections with side street stop controls, or those which are unsignalized and have one or two approaches stop controlled, were analyzed using the “Two-Way Stop-Controlled” intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The study intersections that are currently controlled by a traffic signal, or may be in the future, were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology.

VTA has adopted modified default values for HCM analysis as well as modified LOS thresholds. These modified default values were applied to all study intersections. The City of Palo Alto employs the CMP default values for the analysis parameters. The VTA approved LOS thresholds are indicated in Table 3.

Table 3 – Santa Clara VTA Level of Service Criteria

LOS	Control Delay (sec per veh)	Description
A	delay $\leq$ 10.0	Free Flow; minimal to no delay.
B+	10.0 < delay $\leq$ 12.0	Stable flow, but speeds are beginning to be restricted by traffic conditions; slight delays.
B	12.0 < delay $\leq$ 18.0	
B-	18.0 < delay $\leq$ 20.0	
C+	20.0 < delay $\leq$ 23.0	Stable flow, but most drivers cannot select their own speeds and feel somewhat restricted; acceptable delays.
C	23.0 < delay $\leq$ 32.0	
C-	32.0 < delay $\leq$ 35.0	
D+	35.0 < delay $\leq$ 39.0	Approaching unstable flow, and drivers have difficulty maneuvering; tolerable delays.
D	39.0 < delay $\leq$ 51.0	
D-	51.0 < delay $\leq$ 55.0	
E+	55.0 < delay $\leq$ 60.0	Unstable flow with stop and go; delays.
E	60.0 < delay $\leq$ 75.0	
E-	75.0 < delay $\leq$ 80.0	
F	delay > 80.0	Total breakdown; congested conditions with excessive delays.

Reference: *Traffic Level of Service Analysis Guidelines*, Santa Clara Valley Transportation Authority, 2003

Traffic Operation Standards

Vehicular traffic service levels at the study intersections were evaluated for consistency with the Santa Clara County Congestion Management Program (CMP) and the City's General Plan by determining the change in intersection Level of Service upon the addition of project-related new trips.

Signalized Intersections

County Facilities

The City of Palo Alto has established criteria to evaluate traffic impacts based on standards set by the Santa Clara County Congestion Management Program (CMP) in the *Transportation Impact Analysis Guidelines*, adopted in October 2014. For signalized intersections in the CMP network, an adverse condition exists if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS E or better) to LOS F, or
- For intersections operating at LOS F under background conditions, the project condition increases the average control delay for critical movements by four seconds or more and project traffic increases the critical volume-capacity (v/c) ratio by 0.01 or more.

City Facilities

For local signalized intersections that are not on the CMP network, the change in operation is considered to be inconsistent with the City of Palo Alto's Level of Service (LOS) standard and therefore unacceptable if:

- The addition of project-generated traffic causes operation of an intersection to deteriorate from an acceptable level of service (LOS D or better) to LOS E or LOS F, or
- The addition of project-generated traffic causes intersections operating at LOS E or F without project-generated traffic to have an increase in average control delay for critical movements by four seconds or more, or an increase in critical volume-capacity (v/c) ratio by 0.01 or more.

Unsignalized Intersections

The City of Palo Alto does not have a formally adopted minimum threshold for unsignalized intersections. Thus, for the purposes of this report, the following criteria was applied for defining conditions considered to be inconsistent with the City's Level of Service standard at unsignalized intersections:

- LOS D is used as the minimum acceptable operation level at unsignalized intersections. A project-generated increase in traffic is considered to have an adverse effect if the intersection operations degrade to LOS E or F from acceptable operations and the intersection satisfies a peak hour signal warrant from the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).
- No criterion is suggested if an unsignalized intersection operates at LOS E or F prior to the addition of project trips.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. peak periods. This condition does not include project-generated traffic volumes. Volume data was collected on November 4, 2021, while local schools were in session. These counts gathered in November 2021 were adjusted to approximate traffic demands which would have been unaffected by the COVID-19 pandemic. Through a review of available historical traffic counts as well as the anticipated traffic projections for the study area as documented in the City of Palo Alto General Plan adjustment factors of 1.44 and

1.59 were determined for the a.m. and p.m. peak hours, respectively. Copies of the traffic count data sheets are provided in Appendix B.

Intersection Levels of Service

Under existing conditions, all study intersections are operating acceptably during both peak hours evaluated, except that the stop-controlled approaches to the unsignalized intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue operate at LOS F during each peak hour. A summary of the intersection Level of Service calculations is contained in Table 4, and copies are provided in Appendix C. The existing traffic volumes are shown in Figure 2.

Table 4 – Existing Peak Hour Intersection Levels of Service				
Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	7.1	A	5.9
2. Park Blvd/Olive Ave <i>Eastbound (Olive Ave) Approach</i>	A	1.2	A	0.7
	B	10.4	B	10.2
3. Park Blvd/Lambert Ave	A	7.4	A	7.4
4. El Camino Real/Page Mill Rd	D	44.5	E+	57.3
5. El Camino Real/Olive Ave <i>Westbound (Olive Ave) Approach</i>	A	4.2	C	24.1
	F	**	F	**
6. El Camino Real/Portage Ave	A	8.7	A	7.9
7. El Camino Real/Lambert Ave <i>Westbound (Lambert Ave) Approach</i>	A	6.8	A	8.0
	F	**	F	**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

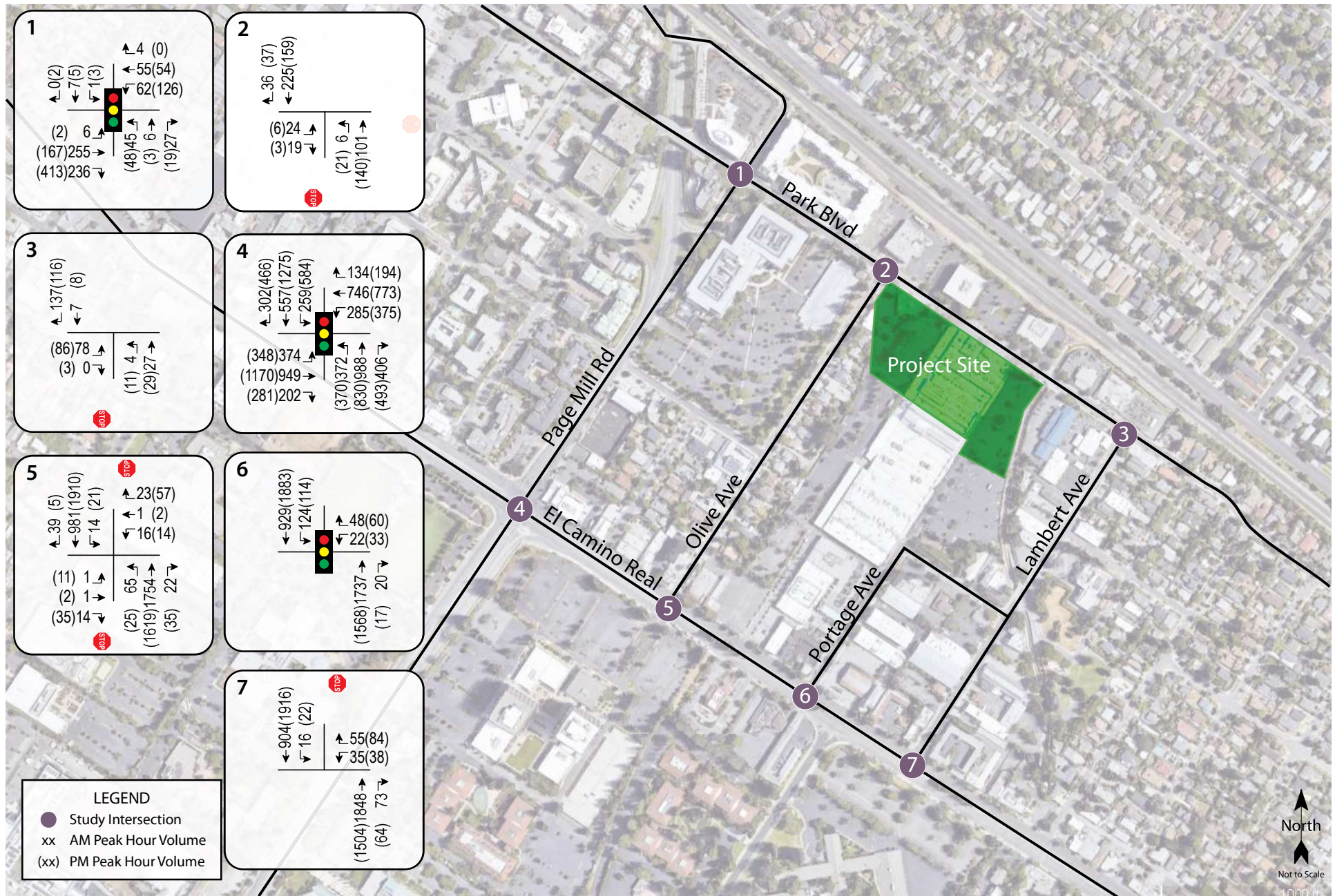
Background Conditions

The Background Conditions scenario includes existing traffic volumes plus the forecasted traffic demand due to local and regional growth in the near-term, defined to occur by the year 2026 (or existing plus five years).

A review of available data from the City of Palo Alto Travel Demand Forecast Model indicates that an annual growth rate of 1.62 percent for the a.m. and 1.58 percent for the p.m. peak hours is appropriate to estimate the future year demand. These growth rates were applied uniformly to all existing traffic volumes for the weekday a.m. and p.m. peak hours to forecast the Background Condition future traffic volumes. In general, changes in future traffic volumes are reflected in these growth rates as they are derived from the City's travel demand model that incorporates land use and future development assumptions across the City and surrounding region.

It was assumed that the transportation network would be the same under Background Conditions as under Existing Conditions; in other words, it was assumed that no capacity enhancements or operational improvements would be made at any of the study intersections within this five-year horizon.

Under the anticipated background volumes, the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours, with two exceptions. The westbound stop-controlled approaches to the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue are expected to operate at LOS



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 2 – Existing Traffic Volumes

F during both the a.m. and p.m. peak hours. Background volumes are shown in Figure 3 and operating conditions are summarized in Table 5.

Table 5 – Background Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	7.8	A	6.7
2. Park Blvd/Olive Ave	A	1.2	A	0.7
<i>Eastbound (Olive Ave) Approach</i>	B	10.7	B	10.4
3. Park Blvd/Lambert Ave	A	7.5	A	7.5
4. El Camino Real/Page Mill Rd	D	49.1	E-	78.0
5. El Camino Real/Olive Ave	B	11.0	F	**
<i>Westbound (Olive Ave) Approach</i>	F	**	F	**
6. El Camino Real/Portage Ave	A	9.2	A	8.8
7. El Camino Real/Lambert Ave	B	13.2	C	16.0
<i>Westbound (Lambert Ave) Approach</i>	F	**	F	**

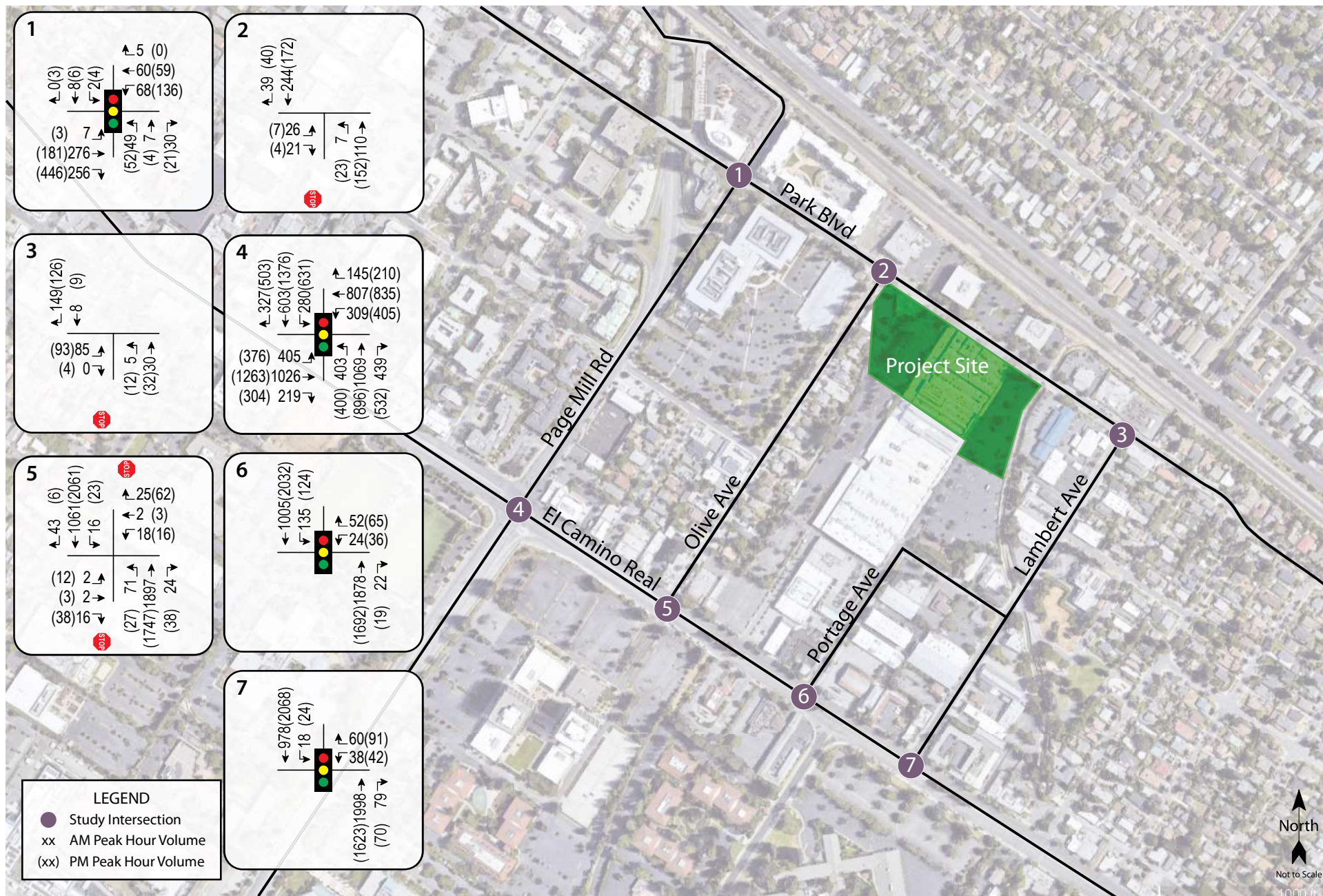
Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Cumulative Conditions

The Cumulative Conditions scenario is comprised of existing traffic plus the forecasted traffic demand due to local and regional growth over the long term defined to occur by the year 2040 (or existing 2021 condition plus 19 years). Determination of the Cumulative Conditions traffic volumes used the same annual growth rates as were applied to forecast the Background Conditions volumes.

It was assumed that the transportation network would be the same under Cumulative Conditions as under existing conditions; in other words, no capacity enhancements and/or operational improvements were assumed to be completed at any of the study intersections by 2040.

Under the anticipated cumulative volumes, the study intersections are expected to operate acceptably during both the a.m. and p.m. peak hours, except at the El Camino Real/Page Mill Road intersection which is projected to operate at LOS F during the p.m. peak hour and the unsignalized intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue where the stop-controlled westbound approaches as well as the intersection overall are projected to operate at LOS F during each peak hour evaluated. Cumulative volumes are shown in Figure 4 and operating conditions are summarized in Table 6.



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 3 – Background Traffic Volumes



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 4 – Cumulative Traffic Volumes

Table 6 – Cumulative Peak Hour Intersection Levels of Service

Study Intersection <i>Approach</i>	AM Peak		PM Peak	
	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	8.2	A	7.5
2. Park Blvd/Olive Ave	A	1.3	A	0.7
<i>Eastbound (Olive Ave) Approach</i>	B	11.4	B	11.0
3. Park Blvd/Lambert Ave	A	7.7	A	7.7
4. El Camino Real/Page Mill Rd	E	73.2	F	**
5. El Camino Real/Olive Ave	F	74.5	F	**
<i>Westbound (Olive Ave) Approach</i>	F	**	F	**
6. El Camino Real/Portage Ave	B+	10.2	A	9.7
7. El Camino Real/Lambert Ave	F	52.6	F	59.7
<i>Westbound (Lambert Ave) Approach</i>	F	**	F	**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Project Description

The project site is located at 200 Portage Avenue in the City of Palo Alto and is currently occupied by a 232,388 square foot building consisting of 142,744 square feet of Research and Development use, 84,000 square feet of retail use and 5,639 square feet of warehouse use. The project as proposed would require demolishing the northern portion of the building, which has an area of 84,000 square feet, and reorganizing the remaining space to reflect the current uses (142,744 square feet of Research and Development and 5,639 square feet of warehouse uses). The building to be demolished would be replaced by 91 townhomes. The proposed project site plan is shown in Figure 5.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 based on “Single Family Attached Housing” (Land Use #215), as this land uses most closely match the proposed project. According to the *Transportation Impact Analysis Guidelines* published by the VTA and most recently adopted in March 2009, this project qualifies for a nine-percent trip reduction since it would be located within a 2,000-foot walk of a Caltrain Station. It is noted that no trip credits for the prior retail use were applied since this portion of the building has been vacant since December 2019 and was not generating any trips during the traffic data collection period (November 2021). Additionally, no trip credits for the Research and Development or warehouse uses were applied since their size and function is anticipated to remain unchanged from prior conditions.

The expected trip generation potential for the proposed project is indicated in Table 7. The project is expected to generate an average of 596 net-new vehicle trips per day, including 40 trips during the a.m. peak hour and 47 trips during the p.m. peak hour. These new trips represent the net increase in traffic associated with the project compared to existing volumes.



LEGEND	
*	Electric Vehicle
A	Accessible unit
B	Short Term bike parking
E	EVSE ready locations
F	Fire Ladder Access at a height of 27'



Architecture + Planning
The Leaning Tower Building
1814 Franklin Street
Suite 400
Oakland, CA 94612
510.272.2910
ktgy.com



200 PORTAGE AVE
PALO ALTO, CA # 2020-0771

CITY REVIEW
AUGUST 3, 2021

ARCHITECTURAL SITE PLAN



A1.0.0

Source: ktgy Architecture + Planning 1/5

pal020.ai 8/22

Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative Figure 5 – Site Plan



Table 7 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Single Family Attached Housing	91 du	7.20	655	0.48	44	14	30	0.57	52	30	22
Transit Reduction (9%)			-59		-4	-1	-3		-5	-3	-2
Total			596		40	13	27		47	27	20

Notes: du = dwelling unit; Transit Reduction based on project proximity to a Caltrain Station per VTA TIA Guidelines.

Trip Distribution

The trip distribution pattern used to allocate new project trips to the street network was based on our knowledge of local travel patterns. Application of these distribution assumptions (with manual adjustments for rounding) and the resulting trips are shown in Table 8. Since major modifications to the roadway network within the study area are not anticipated, the same trip distribution was used for all study periods and conditions. Project traffic volumes are shown in Figure 6.

Table 8 – Trip Distribution Assumptions

Route	Percent	Trips	AM	PM
To/From East on Page Mill Rd	20%	119	8	9
To/From West on Page Mill Rd	15%	89	6	7
To/From North on El Camino Real	20%	119	8	9
To/From South on El Camino Real	25%	149	10	13
To/From North on Park Blvd	5%	30	2	2
To/From South on Park Blvd	10%	60	4	5
To/From West on Hansen Wy	5%	30	2	2
Total	100%	596	40	47

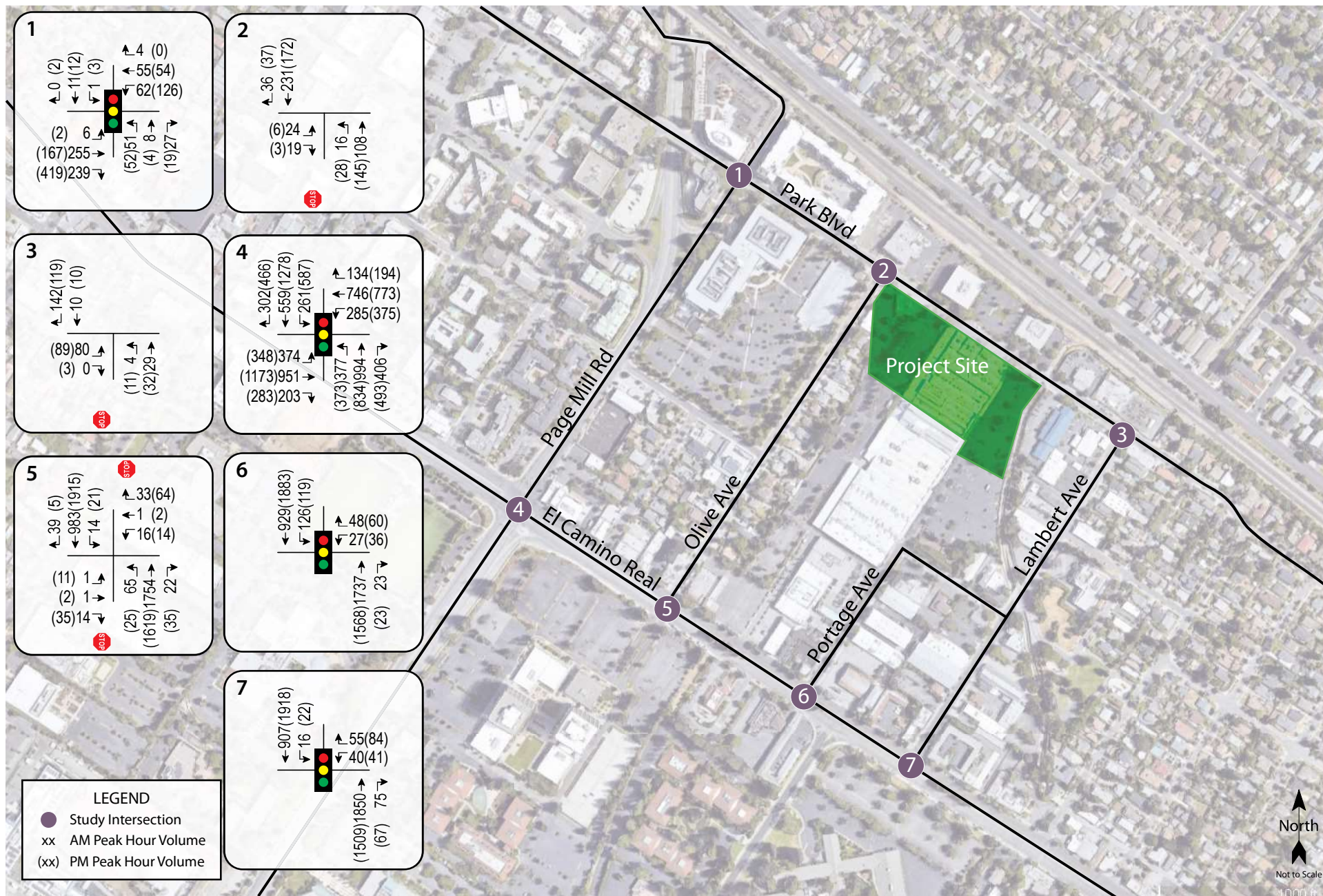
Intersection Operation

Existing plus Project Conditions

Upon the addition of project-generated related traffic to the existing volumes, all the study intersections would continue operating at the same Levels of Service as without it. During the a.m. and p.m. peak hours the westbound stop-controlled approaches to the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. The intersection of El Camino Real/Olive Avenue does not satisfy the peak hour volume warrant and would operate at unacceptable Levels of service regardless of whether project-generated traffic is included or not. The intersection of El Camino Real/Lambert Avenue would satisfy the peak hour volume warrant for the p.m. peak hour but not for the a.m. peak hour. These results are summarized in Table 9. Existing plus Project traffic volumes are shown in Figure 7.



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 6 – Project Traffic Volumes



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 7 – Existing Plus Project Traffic Volumes

Table 9 – Existing plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Existing Conditions				Existing plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	7.1	A	5.9	A	8.2	A	6.9
2. Park Blvd/Olive Ave	A	1.2	A	0.7	A	1.3	A	0.8
<i>Eastbound (Olive Ave) Approach</i>	B	10.4	B	10.2	B	10.6	B	10.4
3. Park Blvd/Lambert Ave	A	7.4	A	7.4	A	7.4	A	7.5
4. El Camino Real/Page Mill Rd	D	44.5	E+	57.3	D	45.9	E	63.6
5. El Camino Real/Olive Ave	A	4.2	C	24.1	A	4.7	D	25.6
<i>Westbound (Olive Ave) Approach</i>	F	**	F	**	F	**	F	**
6. El Camino Real/Portage Ave	A	8.7	A	7.9	A	9.0	A	8.7
7. El Camino Real/Lambert Ave	A	6.8	A	8.0	A	9.0	A	9.6
<i>Westbound (Lambert Ave) Approach</i>	F	**	F	**	F	**	F	**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Finding – The study intersections are expected to continue operating at acceptable Levels of Service upon the addition of project-generated traffic, except at two minor street approaches to El Camino Real. At the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue, the westbound approaches would operate at LOS F during both the a.m. and p.m. peak hours with or without the addition of project-related vehicle trips. The peak hour volume warrant was evaluated at all unsignalized intersections expected to operate at LOS F and only the p.m. peak hour volumes at the intersection of El Camino Real/Lambert Avenue would satisfy this warrant. Additional information regarding the analysis of signal warrants is provided below.

Recommendation – Unsignalized intersections that satisfy a peak hour traffic signal warrant and also operate at LOS F should typically be included in the City of Palo Alto's list of intersections that are considered for traffic signal installation. This intersection may need to be monitored over time to determine if volumes reach the levels projected, resulting in the deterioration of operation indicated. The City has their own criteria for ranking and prioritization, including other signal warrants and collision history, which would be employed when considering the need and timing for traffic signal installation.

Background plus Project Conditions

Upon the addition of project-generated traffic to the background volumes, all the study intersections would continue operating at the same Levels of Service as without it. As previously described, during the a.m. and p.m. peak hours the westbound stop-controlled approaches to the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue would operate at an unacceptable LOS F regardless of whether project-generated vehicle trips are included or not. Volumes at the intersection of El Camino Real/Olive Avenue would not satisfy the peak hour volume warrant. Volumes at the intersection of El Camino Real/Lambert Avenue would satisfy the peak hour volume warrant for the p.m. peak hour with or without the project and for the a.m. peak hour with the project. Background plus Project traffic volumes are shown in Figure 8. These results are summarized in Table 10.



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 8 – Background Plus Project Traffic Volumes

Table 10 – Background plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Background Conditions				Background plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	7.8	A	6.7	A	8.4	A	7.2
2. Park Blvd/Olive Ave <i>Eastbound (Olive Ave) Approach</i>	A	1.2	A	0.7	A	1.4	A	0.8
	B	10.7	B	10.4	B	10.9	B	10.6
3. Park Blvd/Lambert Ave	A	7.5	A	7.5	A	7.5	A	7.6
4. El Camino Real/Page Mill Rd	D	49.1	E-	78.0	D	49.2	E-	78.4
5. El Camino Real/Olive Ave <i>Westbound (Olive Ave) Approach</i>	B	11.0	F	**	B	12.5	F	**
	F	**	F	**	F	**	F	**
6. El Camino Real/Portage Ave	A	9.2	A	8.8	A	9.3	A	9.0
7. El Camino Real/Lambert Ave <i>Westbound (Lambert Ave) Approach</i>	B	13.2	C	16.0	C	16.7	C	18.4
	F	**	F	**	F	**	F	**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Finding – The study intersections are expected to continue operating at acceptable Levels of Service upon the addition of project-generated traffic, except on the two minor street approaches to El Camino Real. At the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue the westbound approaches would operate at LOS F during both the a.m. and p.m. peak hours with or without the addition of project-related vehicle trips. The peak hour volume warrant was evaluated at all unsignalized intersections expected to operate at LOS F and only the volumes at the intersection of El Camino Real/Lambert Avenue would satisfy this warrant for the p.m. peak hour with or without the project and for the a.m. peak hour with the project.

Recommendation –The intersection of El Camino Real/Olive Avenue could be included on a list of locations to be considered in the future for signalization, as discussed under Existing Conditions.

Cumulative plus Project Conditions

Upon the addition of project-generated traffic to the anticipated cumulative volumes, the study intersections would continue operating at the same Levels of Service as without it. During the a.m. and p.m. peak hours the westbound stop-controlled approaches to the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue would operate at an unacceptable LOS F with or without the addition of project-generated vehicle trips. Projected p.m. peak hour volumes at the intersection of El Camino Real/Olive Avenue would satisfy the peak hour volume warrant once project-generated traffic is added. The intersection of El Camino Real/Lambert Avenue would have volumes which satisfy the peak hour volume warrant for the both the a.m. and p.m. peak hours with or without the project. Cumulative plus Project traffic volumes are shown in Figure 9. The Cumulative plus Project operating conditions are summarized in Table 11.



Local Transportation Analysis for the 200 Portage Avenue Project and Development Agreement Alternative
Figure 9 – Cumulative Plus Project Traffic Volumes

Table 11 – Cumulative plus Project Peak Hour Intersection Levels of Service

Study Intersection Approach	Cumulative Conditions				Cumulative plus Project			
	AM Peak		PM Peak		AM Peak		PM Peak	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1. Park Blvd/Page Mill Rd	A	8.2	A	7.5	A	8.8	A	8.0
2. Park Blvd/Olive Ave <i>Eastbound (Olive Ave) Approach</i>	A	1.3	A	0.7	A	1.4	A	0.8
	B	11.4	B	11.0	B	11.7	B	11.2
3. Park Blvd/Lambert Ave	A	7.7	A	7.7	A	7.8	A	7.8
4. El Camino Real/Page Mill Rd	E	73.2	F	**	E	73.6	F	**
5. El Camino Real/Olive Ave <i>Westbound (Olive Ave) Approach</i>	F	74.5	F	**	F	85.2	F	**
	F	**	F	**	F	**	F	**
6. El Camino Real/Portage Ave	B+	10.2	A	9.7	B+	10.4	A	10.0
7. El Camino Real/Lambert Ave <i>Westbound Lambert Ave Approach</i>	F	52.6	F	59.7	F	61.7	F	65.7
	F	**	F	**	F	**	F	**

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; ** = delay greater than 120 seconds; **Bold** text = deficient operation

Although the intersection of El Camino Real/Page Mill Road would operate at LOS F during the p.m. peak hour with or without the project, this is not considered an adverse effect because the conditions prescribed by the VTA Transportation Impact Analysis Guidelines (namely, the volume-to-capacity ratio would not increase by more than 0.01, or the average control delay for critical movements would not increase by more than four seconds) are not met.

Finding – The study intersections would continue operating at the same Levels of Service with or without the addition of project-generated traffic. At the intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue, the westbound approaches would operate at LOS F during both the a.m. and p.m. peak hours regardless of whether project-related vehicle trips are included. The intersection of El Camino Real/Olive Avenue would have volumes that satisfy the peak hour volume warrant under the Cumulative plus Project Condition for the p.m. peak hour with the project and the intersection of El Camino Real/Lambert Avenue would also satisfy this warrant with both the a.m. and p.m. peak hour volumes with or without the project.

Recommendation – As noted for Existing Conditions, the City may wish to monitor these intersections for potential future need of signalization.

Traffic Signal Warrants

A traffic signal warrant analysis was conducted to determine the potential need for a traffic signal at each unsignalized study intersection that is projected to operate at LOS F. Chapter 4C of the *California Manual on Uniform Traffic Control Devices* (CA-MUTCD) provides guidance on when a traffic signal should be considered. For the purposes of this study only Warrant 3, a peak hour warrant, was considered.

Warrant 3 is satisfied when an engineering study finds that the criteria in either of the following two categories are met:

- A. If all three of the following conditions exist for the same one hour (any four consecutive 15-minute periods) of an average day:
 1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: four vehicle-hours for a one-lane approach; or five vehicle-hours for a two-lane approach, and
 2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes, and
 3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.
- B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for one hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.

The peak hour warrant is satisfied by volumes at the intersection of El Camino Real/Lambert Avenue for the following time periods: Existing p.m. peak hour, Existing plus Project p.m. peak hour, Background p.m. peak hour, Background plus project a.m. and p.m. peak hours, and the Cumulative Condition with or without the addition of project-trips during both the a.m. and p.m. peak hours. Similarly, the peak hour warrant is also satisfied by volumes at the intersection of El Camino Real/Olive Avenue during the Cumulative plus Project p.m. peak hour.

It is noted that the satisfaction of a traffic signal warrant (or warrants) does not require the installation of a traffic control signal, as other factors should also be considered. Copies of the Warrant 3 worksheets are included in Appendix D. A summary showing each intersection evaluated and whether the conditions satisfy the warrant is provided in Table 12.

Table 12 – Peak Hour Warrant Summaries

Study Unsignalized Intersection	Scenario with LOS F Operation	Satisfies Warrant 3 (Y/N)?
El Camino Real/Olive Ave	Existing AM Peak	N
	Existing PM Peak	N
	Existing plus Project AM Peak	N
	Existing plus Project PM Peak	N
El Camino Real/Lambert Ave	Existing AM Peak	N
	Existing PM Peak	Y
	Existing plus Project AM Peak	N
	Existing plus Project PM Peak	Y
El Camino Real/Olive Ave	Background AM Peak	N
	Background PM Peak	N
	Background plus Project AM Peak	N
	Background plus Project PM Peak	N

Table 12 – Peak Hour Warrant Summaries

Study Unsignalized Intersection	Scenario with LOS F Operation	Satisfies Warrant 3 (Y/N)?
El Camino Real/Lambert Ave	Background AM Peak	N
	Background PM Peak	Y
	Background plus Project AM Peak	Y
	Background plus Project PM Peak	Y
El Camino Real/Olive Ave	Cumulative AM Peak	N
	Cumulative PM Peak	N
	Cumulative plus Project AM Peak	N
	Cumulative plus Project PM Peak	Y
El Camino Real/Lambert Ave	Cumulative AM Peak	Y
	Cumulative PM Peak	Y
	Cumulative plus Project AM Peak	Y
	Cumulative plus Project PM Peak	Y

Notes: **Bold** text= Satisfies Peak Hour Traffic Warrant; Traffic signal warrants were only analyzed for intersections that reached an LOS F condition

Finding – The peak hour volume warrant was evaluated at all unsignalized intersections expected to operate at LOS F and it was determined that volumes at the intersection of El Camino Real/Olive Avenue satisfy this condition for the Cumulative plus Project p.m. peak hour. Additionally, the peak hour volume warrant is also satisfied by volumes at the intersection of El Camino Real/Lambert Avenue for the following scenarios and peak hours: Existing p.m. peak hour, Existing plus Project p.m. peak hour, Background p.m. peak hour, Background plus project a.m. and p.m. peak hours, and the Cumulative Condition with or without the addition of project-trips during both the a.m. and p.m. peak hours.

Recommendation – The City of Palo Alto does not currently have a threshold of significance for unsignalized intersections where the intersection already operates at LOS F prior to the addition of project trips. It is suggested that unsignalized intersections that satisfy a peak hour traffic signal warrant and operate at LOS F be included in the City of Palo Alto’s list of intersections that are considered for traffic signal installation. The City would be expected to employ their own criteria for ranking and prioritization, including other signal warrants and crash history, when considering the need and timing for traffic signal installation.

Non-Automobile Transportation Modes

Pedestrian Facilities

Given the proximity of the site to surrounding residential and retail uses, as well as the California Avenue Caltrain Station, it is reasonable to assume that some residents would choose to walk to destinations near the site and use the existing sidewalk network. Sidewalk connectivity is continuous throughout the surrounding neighborhood. The project does not include any changes to the existing pedestrian network.

Finding – Pedestrian facilities serving the project site are adequate.

Bicycle Facilities

According to both the *City of Palo Alto Bicycle & Pedestrian Transportation Plan (2012)* and the *County of Santa Clara Countywide Trails Plan (1995)* an Enhanced Bikeway is planned on the segment of Portage Avenue between El Camino Real and Park Boulevard which would traverse the project site. The project conflicts with these planning documents since an Enhanced Bikeway crossing through the site between Portage Avenue and El Camino Real is not included as part of the project description. This would be a significant impact. It is recommended that the site plan be modified to include an appropriate Enhanced Bikeway facility that is accessible to the public.

Existing bicycle facilities, including the bicycle lanes on Park Boulevard, together with shared use of minor streets provide adequate access for bicyclists within the vicinity of the project site.

Finding – The project would conflict with the City's Bicycle & Pedestrian Transportation Plan since an Enhanced Bikeway is not included with the project description. This is a significant project impact.

Recommendation – The project should be modified to include an appropriate Enhanced Bikeway facility that is consistent with both the City's Bicycle & Pedestrian Transportation Plan and the Countywide Trails Plan. Inclusion of a satisfactory bicycle facility within the plans will reduce this impact to be less than significant.

Transit

Development sites which are located within one-half mile (2,640-foot) walk of a transit stop are generally considered to be adequately served by transit. Existing transit routes are adequate to accommodate project-generated transit trips. Existing stops are within an acceptable walking distance of the site and would be accessible via the existing sidewalk network in the study area.

If 20 percent of peak hour trips were made by transit, there would be 8 (a.m.) and 10 (p.m.) additional transit riders during the peak hours, spread out over multiple buses and times. As such, the volume of transit riders expected to be generated by the project is not anticipated to exceed the carrying capacity of the existing transit services near the project site.

Finding – The project site is adequately served by transit since existing transit stops are less than one-half mile away.

Access and Circulation

Site Access

The site currently is accessed by three driveways on Park Boulevard as well as through a network of internal parking lots with driveways on Portage Avenue and Acacia Avenue. The proposed project would include the removal of the southernmost driveway located approximately 30 feet north of the Matadero Creek bridge on Park Boulevard. The project site would also be accessible from Portage Avenue and Acacia Avenue via the adjacent parking lots serving the neighboring commercial buildings. The project's driveways and internal roadway network would be designed to current City standards and so can be expected to accommodate the access requirements for both emergency and passenger vehicles.

Sight Distance

At driveways, a substantially clear line of sight should be maintained between the driver of a vehicle waiting to enter the street and the driver of an approaching vehicle. Sight distances along Park Boulevard at the project driveway were evaluated based on sight distance criteria contained in the *Highway Design Manual* published by Caltrans. The recommended sight distances for driveway approaches are based on stopping sight distance and use the approach travel speed as the basis for determining the recommended sight distance. Based on the posted speed limit of 25 mph, the minimum stopping sight distance required is 150 feet; a review in the field shows that sight distances at the proposed project driveways on Park Boulevard each exceed 150 feet so are adequate. To maintain this sight distance, it is noted that any vegetation near the project's driveways should be trimmed to an appropriate height of less than three feet and trees trimmed so that nothing hangs below a height of seven feet from the surface of the roadway. Additionally, it is recommended that on-street parking be restricted for 15 feet on either side of the two project driveways on Park Boulevard.

For a motorist traveling northbound on Park Boulevard intending to turn left into either project driveway, the stopping sight distance looking north along Park Boulevard is also greater than 150 feet, providing adequate visibility to allow a following driver to observe and react to a vehicle that may stop in the roadway before making a left turn into the driveway.

Finding – Adequate sight distance is available at the proposed project driveway location to accommodate all turns entering and exiting the site.

Recommendations – To achieve a minimum sight distance of 150 feet at each driveway access point, it is recommended that on-street parking be restricted for 15 feet on either side of each driveway. Also, it is recommended that vegetation along the project frontage on Park Boulevard be trimmed.

Emergency Access

Emergency response vehicles would be able to access the site via either project driveway on Park Boulevard as illustrated on the plan sheets (C7.6 and C7.7) provided in Appendix E. The proposed driveways and drive aisles are presumed to meet current City standards and so can be expected to accommodate the access requirements for both emergency and passenger vehicles. Since all roadway users must yield the right-of-way to emergency vehicles when using their sirens and lights, the added project-generated traffic is not expected to decrease access for emergency vehicles.

Finding – Emergency access is expected to operate acceptably.

Pedestrian Site Access

On-site pedestrian circulation was reviewed to determine if the layout would provide adequate circulation and room for interaction between pedestrians walking and vehicles maneuvering through each parking lot. The site plan shows that adequate pedestrian access would be provided through pedestrian walkways between building entrances, parking areas and sidewalks along Park Boulevard.

Finding – Adequate pedestrian access would be provided between the building and adjacent sidewalks.

Parking

The project was analyzed to determine whether the proposed parking supply would be sufficient to satisfy City Code requirements. The project site as proposed would provide a total of 218 parking spaces comprised of two covered spaces at each dwelling unit as well as 36 spaces located throughout the development. Although commercial parking lots are located directly adjacent to this project, parking facilities between the two land uses will not be shared.

According to the *Palo Alto Municipal Code, Chapter 18.52.040; Off-Street Parking, Loading and Bicycle Facility*, two spaces are required for each dwelling unit for multiple-family residential developments consisting of two or more bedrooms per unit and at least one space per unit must be covered. Based on application of this code, 182 parking spaces are required for this project, 91 of which must be covered.

The proposed parking supply of 218 spaces is greater than the number of required spaces by the City Code.

Finding – The number of parking spaces provided by the project would exceed the City’s parking Code requirement.

Bicycle Storage

The *Palo Alto Municipal Code (Chapter 18.52.040 – Off-Street Parking, Loading and Bicycle Facility Requirements)* states that a townhome must provide one bicycle space for every unit. Thus, the City Code requires a minimum of 91 bicycle parking spaces to be provided at the project site. The proposed project provides 101 bicycle parking spaces with 91 spaces located within the garages of each unit and 10 external surface spaces located throughout the site.

Finding – The proposed supply of 101 bicycle parking spaces is more than the required amount of 91.

Project Alternative Condition

The alternative project would include demolishing an 89,639 square foot portion of the existing 232,383 square foot building at 200/340 Park Boulevard, demolishing an existing 1,750 square foot fitness club at 3040 Park Boulevard, changing the use of the existing 11,762 square foot building at 3250 Park Boulevard from an Auto Care Center use to Research & Development, and adding 74 new market rate townhomes as well as 75 affordable housing units. The remaining building at 200/340 Portage Road would retain the existing 142,744 square feet of Research and Development uses and add 2,600 square feet of new retail in a 145,344 square foot building. The existing 5,639 square feet of warehouse use and 84,000 square feet of vacant retail space within this building would be removed.

Project Alternative Vehicle Miles Traveled (VMT)

Consideration was given to the project alternative's potential generation of Vehicle Miles Traveled (VMT). The criteria used by the City of Palo Alto states that each component of a project should be evaluated independently for mixed-use projects consisting of multiple land uses.

The Palo Alto VMT Criteria states the following:

- Projects located within a half-mile walkshed around high-quality transit corridors that do not exceed City parking requirements can be presumed to cause a less-than-significant VMT impact.
- Local-serving retail projects comprised of less than 10,000 square feet can be presumed to cause a less-than-significant VMT impact.
- Residential projects may indicate a significant transportation impact if the proposed project VMT exceeds 15 percent below the existing County home-based VMT per resident.
- Office (or employment-based) projects which exceeds 15 percent below the existing regional home-based work VMT per employee may indicate a significant transportation impact.

The number of parking spaces proposed for the project alternative is not currently known. Therefore, to provide a conservative assessment, the number of parking spaces provided by the project alternative is assumed to exceed the City's requirements. As such, although the project is located within a half-mile of a high-quality transit corridor, the project was not presumed to meet the City's screening criteria and further analysis was conducted to obtain an estimate of the VMT for this project alternative.

The project also includes an onsite 2,600 square foot retail space which is smaller than the 10,000 square foot threshold adopted by the City VMT criteria. Based on guidance from the OPR Technical Advisory and Palo Alto's adopted criteria, local-serving retail such as this can generally be presumed to have a less-than-significant impact on VMT. These types of uses will primarily draw users and customers from a relatively small geographic area that will lead to short-distance trips and trips are that are linked to other destinations. The total demand for retail in a region also tends to hold steady; adding new local-serving retail typically shifts trips away from another retailer rather than adding entirely new trips to the region.

According to the Santa Clara Countywide VMT Evaluation Tool (Version 2), the countywide household VMT per capita is 13.33 miles. Based on the Palo Alto VMT Criteria, a project generating a VMT that is 15 percent or more below this value, or 11.33 miles per capita, would have a less-than-significant VMT impact. The evaluation tool estimates that this project would have a projected VMT rate of 4.89 miles per capita. Because this per capita VMT rate is below the significance threshold of 11.33 miles, the residential portion of the project alternative would be considered to have a less-than-significant VMT impact.

The Countywide VMT Evaluation Tool also estimates that the countywide average VMT per worker is 16.64 miles. Per City VMT Criteria, a project generating a VMT that is less than 15 percent of this value, or 14.14 miles per worker, would have a less-than-significant VMT impact. The evaluation tool estimates that this project would have a projected VMT rate of 15.56 miles per worker. A Transportation Demand Management (TDM) program includes measures which can reduce the need for vehicle travel by employees of the proposed project. A TDM program capable of reducing vehicle trips by 15 percent is required per the Development Agreement between the City and the project applicant. Successful implementation of the project's proposed TDM program would be expected to reduce VMT and would result in the project alternative having a less-than-significant VMT impact for its employment-based uses. A summary of the VMT findings is provided in Table 13. A copy of the Santa Clara Countywide Evaluation Tool screening results output is provided in Appendix A.

Table 13 – Vehicle Miles Traveled Analysis Summary

VMT Metric	Baseline VMT Rate	Significance Threshold (15% below Baseline)	Project VMT Rate	Project VMT Rate (with TDM)	Resulting Significance
Household VMT per Capita (Countywide Baseline)	13.33	11.33	4.89	n/a	Less than significant
Employment VMT per Worker (Countywide Baseline)	16.64	14.14	15.56	13.23	Less than significant

Note: Residential VMT Rate is measured in VMT/Capita, or the number of daily miles driven per resident. Employment VMT Rate is measured in VMT/Worker, or the number of daily miles driven per worker. n/a = not applicable.

Finding – The residential portion of the project alternative would be expected to have a less-than-significant transportation impact on vehicle miles traveled. The retail facility is also expected to have a less-than-significant VMT impact since it would be less than 10,000 square feet in size and is therefore considered to be a local-serving land use. The employment aspect of the project alternative would be expected to have a less than significant VMT impact upon implementation of appropriate TDM measures. Therefore, the proposed mixed-use development is expected to have a less-than-significant VMT impact.

Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 11th Edition, 2021 based on “Automobile Care Center” (Land Use #942), “Health/Fitness Club” (Land Use #492), “Warehousing” (Land Use #150), “Research and Development Center” (Land Use #760), “Strip Retail Plaza (<40k)” (Land Use #822), “Single Family Attached Housing” (Land Use #215) and “Affordable Housing” (Land Use #223), as these land uses most closely match the proposed project alternative. According to the *Transportation Impact Analysis Guidelines* published by the VTA and most recently adopted in March 2009, the residential portion of this project alternative qualifies for a nine-percent trip reduction since it would be located within a 2,000-foot walk of a Caltrain Station. Similarly, the employment portion of this project alternative qualifies for a six-percent trip reduction and the pairing of housing and retail qualifies for a fifteen-percent trip reduction applied to the retail trips only. It is noted that no trip credits for the prior retail use were applied since this portion of the building has been vacant since December 2019 and was not generating any trips during the traffic data collection period (November 2021). Trip credits for the automotive repair, fitness club and warehouse uses were applied since these land uses will be removed from the site. For the “Automobile Care Center” and “Health/Fitness Club” land uses, ITE does not provide an estimate of daily trips and so this information is not included.

The expected trip generation potential for the proposed project is indicated in Table 14. The project alternative is expected to generate an average of 43 net-new vehicle trips during the a.m. peak hour and 51 trips during the p.m. peak hour. This represents an increase of three and four trips during the a.m. and p.m. peak hours, respectively when compared to the base project. The estimated number of daily trips attributable to the project alternative

was not calculated since a daily trip rate is not provided by the ITE. Trip generation estimates for the base project are provided for informational purposes only.

Table 14 – Trip Generation Summary

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Base Project (Informational Only)											
Single Family Attached Housing	91 du	7.20	655	0.48	44	14	30	0.57	52	30	22
Transit Reduction (9%)			-59		-4	-1	-3		-5	-3	-2
Sub-Total			596		40	13	27		47	27	20
Project (Alternative)											
Automobile Care Center	-11.762 ksf	n/a	-	2.25	-27	-18	-9	3.11	-37	-18	-19
Health/Fitness Club	-1.750 ksf	n/a	-	1.31	-2	-1	-1	3.45	-6	-3	-3
Warehouse	-5.639 ksf	1.71	-10	0.17	-1	-1	0	0.18	-1	0	-1
Single Family Attached Housing	74 du	7.20	533	0.48	36	11	25	0.57	42	24	18
Affordable Housing	75 du	4.81	361	0.36	27	8	19	0.46	35	21	14
Transit Reduction (9%)			-80		-6	-2	-4		-7	-4	-3
Strip Retail Plaza (<40k)	2.6 ksf	54.45	142	2.36	6	4	2	6.59	17	8	9
Mixed-Use Reduction (15%)			-21		-1	-1	0		-3	-1	-2
Research and Development	11.762 ksf	11.08	130	1.03	12	10	2	0.98	12	2	10
Transit Reduction (9%)			-8		-1	-1	0		-1	0	-1
Sub-Total			-		43	9	34		51	29	22
Difference (Alternative – Base)			-		3	-4	7		4	2	2

Notes: du = dwelling unit; ksf = 1,000 square feet; n/a = not available; Trip reductions based on VTA TIA Guidelines.

Trip Distribution

The trip distribution pattern suggested to allocate new project trips to the street network was based on our knowledge of local travel patterns. Application of these distribution assumptions (with manual adjustments for rounding) and the resulting trips are shown in Table 15. Since major modifications to the roadway network within the study area are not anticipated, the same trip distribution will be used for all study periods and conditions.

Table 15 – Trip Distribution Assumptions

Route	Percent	AM	PM
To/From East on Page Mill Rd	20%	9	10
To/From West on Page Mill Rd	15%	6	8
To/From North on El Camino Real	20%	9	10
To/From South on El Camino Real	25%	11	12
To/From North on Park Blvd	5%	2	3
To/From South on Park Blvd	10%	4	5
To/From West on Hansen Wy	5%	2	3
Total	100%	43	51

Intersection Level of Service Analysis

The proposed project alternative is expected to generate a similar number of peak hour vehicle trips compared to the base project and the change in intersection Level of Service (LOS) results are also expected to be similar to the results presented in the base project analysis. Therefore, a separate intersection analysis for the project alternative condition was not performed as the results would be nearly identical to those from the base project and any differences would have been nominal.

Conclusions and Recommendations

- The proposed project would generate an average of 596 net-new daily trips, including 40 new trips during the a.m. peak hour and 47 new trips during the p.m. peak hour. The project alternative is expected to generate 43 net-new a.m. peak hour vehicle trips and 51 trips during the p.m. peak hour. This represents an increase of three and four trips during the a.m. and p.m. peak hours, respectively when compared to the base project.
- Both the base project and the project alternative would have a less-than-significant transportation impact on vehicle miles traveled.
- Four of the seven study intersections are expected to continue operating acceptably under all scenarios evaluated, with and without the project. The intersection of El Camino Real/Page Mill Road is expected to operate at LOS F with or without the project during the p.m. peak hour under the Cumulative Condition. The two unsignalized intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue are projected to operate at LOS F on their respective stop-controlled westbound approaches during both the a.m. and p.m. peak hours with or without the project under volumes for the Existing, Background and Cumulative Conditions scenarios.
- The intersection Level of Service analysis for the project alternative is anticipated to be similar to that for the base project and any differences would be nominal.
- Pedestrian and transit facilities would be adequate to serve the project as proposed based on the comprehensive network of pedestrian, bicycle and transit facilities that exist within the study area.
- The site plan as proposed conflicts with the City's Bicycle & Pedestrian Transportation Plan and Countywide Trails Plans since an Enhanced Bikeway is not provided between Park Boulevard and Portage Avenue. This is a significant project impact. The Development Agreement includes a provision dedicating land to the City and a public easement for ingress/egress across the identified area for an Enhanced Bikeway, consistent with the City and County's adopted plans. Therefore, the project alternative would have a less than significant impact with respect to a conflict with an adopted transportation plan.
- On-site vehicle and pedestrian access between the buildings, parking lot and surrounding sidewalks would be adequate.
- The sight distances at each driveway on Park Boulevard are adequate.
- The peak hour traffic signal warrant would not be satisfied for any of the unsignalized intersections anticipated to operate at LOS F on the minor-street approach under any of the scenarios evaluated.
- The proposed project would provide a parking supply of 218 spaces which is more than what is required under City Code requirements.
- The number of proposed bicycle parking spaces (101) would be more than enough to meet the City's requirement for bicycle storage facilities.

Recommendations

- The unsignalized intersections of El Camino Real/Olive Avenue and El Camino Real/Lambert Avenue should be considered for inclusion in the City of Palo Alto's list of traffic signal locations if anticipated volumes are realized.

- The applicant should modify the project site plan to include an Enhanced Bikeway facility that is consistent with both the City of Palo Alto's Bicycle & Pedestrian Transportation Plan and County of Santa Clara's Countywide Trails Plan. Providing an Enhanced Bikeway facility would reduce the impact to a less-than-significant level.
- To achieve a minimum sight distance of 150 feet at each driveway access point, it is recommended that parking be prohibited for 15 feet on either side of each driveway. Further, to maintain adequate sight lines, vegetation along the project frontage on Park Boulevard should be trimmed to ensure that all landscaping lies below three feet in height of above seven feet.

Study Participants and References

Study Participants

Principal in Charge	Mark E. Spencer, PE
Traffic Engineer	Kenny Jeong, PE
Assistant Engineer	Siddharth Gangrade
Graphics	Cameron Wong
Editing/Formatting	Hannah Yung-Boxdell, Alex Scrobonia
Quality Control	Dalene J. Whitlock, PE, PTOE

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California Manual on Uniform Traffic Control Devices for Streets and Highways, California Department of Transportation, 2014

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PAL020





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Appendix A

VTA VMT Evaluation Tool Output



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Santa Clara Countywide VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: July 16, 2021, 01:38:31 PM

Project Name: 200 Portage Avenue

Project Description: The proposed construction of a new multi-family residential housing development at 200 Portage Avenue in Palo Alto, CA. Includes the partial demolition of the existing building and construction of 91 townhomes.

Project Location

Jurisdiction:
Palo Alto

APN	TAZ
13238071	517

Inside Transit Priority Area (TPA)?
Yes (Pass)

Analysis Details

Santa Clara Countywide VMT Evaluation Tool Version: 1

Data Version: VTA Countywide Model December 2019

Analysis Methodology: TAZ

Baseline Year: 2022

Project Land Use

Residential:

Single Family DU: 91

Multifamily DU:

Total DUs: 91

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

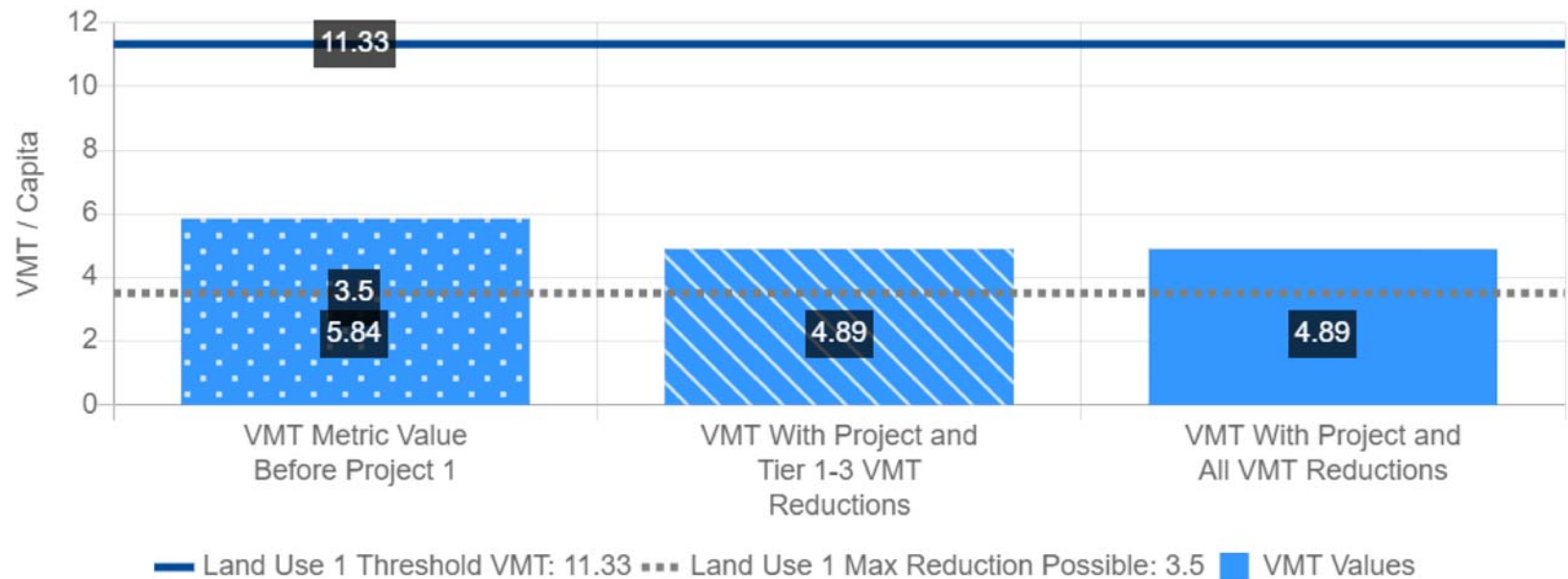
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project:	Home-based VMT per Capita
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	13.33
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	5.84	4.89	4.89
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC01 Increase Residential Density

Existing Residential Density:	9.9
With Project Residential Density:	14.64

PC02 Increase Residential Diversity

Existing Residential Diversity Index:	0.61
With Project Residential Diversity Index:	0.64

PC03 Affordable Housing

Extremely Low Income:	0 %
Very Low Income:	0 %
Low Income:	0 %

PC04 Increase Employment Density

Existing Employment Density:	41.21
With Project Employment Density:	41.21

Tier 2 Multimodal Infrastructure

Tier 3 Parking

Tier 4 TDM Programs

Project Details

Timestamp of July 26, 2022, 03:17:34 PM

Analysis

Project Name 200 Portage Road - Project Alternative

Project 11,762 SF of Research and

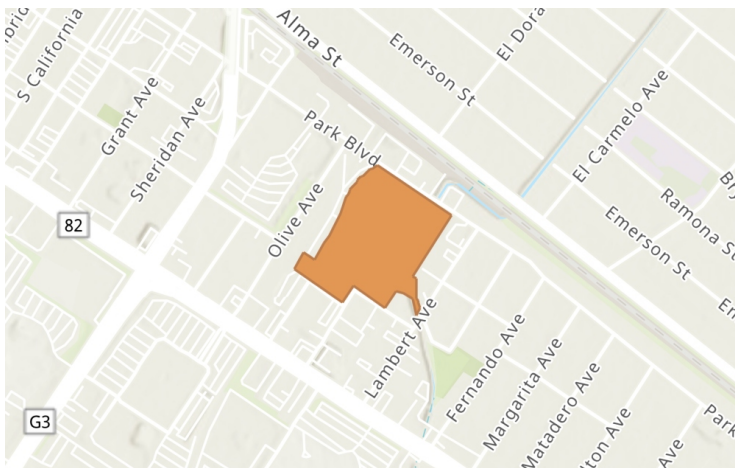
Description Development at 3250 Park Blvd

Project Location Map

Jurisdiction:

Palo Alto

APN	TAZ
13238071	517



Analysis Details

Data Version VTA Countywide Model December 2019

Analysis TAZ

Methodology

Baseline Year 2022

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF: 11762

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

Motor Vehicle Parking:

Bicycle Parking:

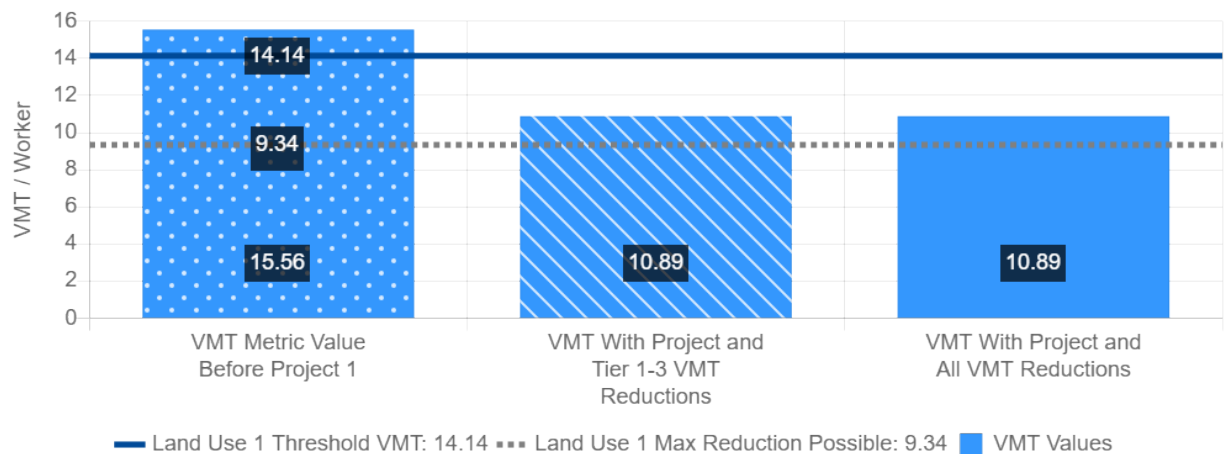
Proximity to Transit Screening

Inside a transit priority area? Yes (Pass)

Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Office
VMT Metric 1:	Home-based Work VMT per Worker
VMT Baseline Description 1:	County Average
VMT Baseline Value 1:	16.64
VMT Threshold Description 1 / Threshold Value 1:	-15% / 14.14
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	15.56	10.89	10.89
Low VMT Screening Analysis	No (Fail)	Yes (Pass)	Yes (Pass)



Tier 1 Project Characteristics

PC04 Increase Employment Density

Existing Employment Density:	41.21
With Project Employment Density:	827.87



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Appendix B

Traffic Count Data



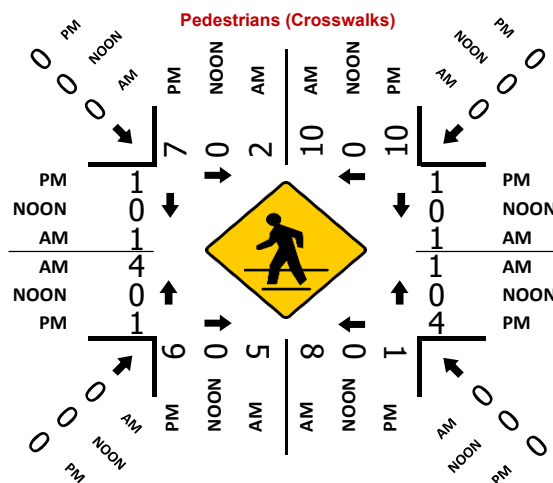
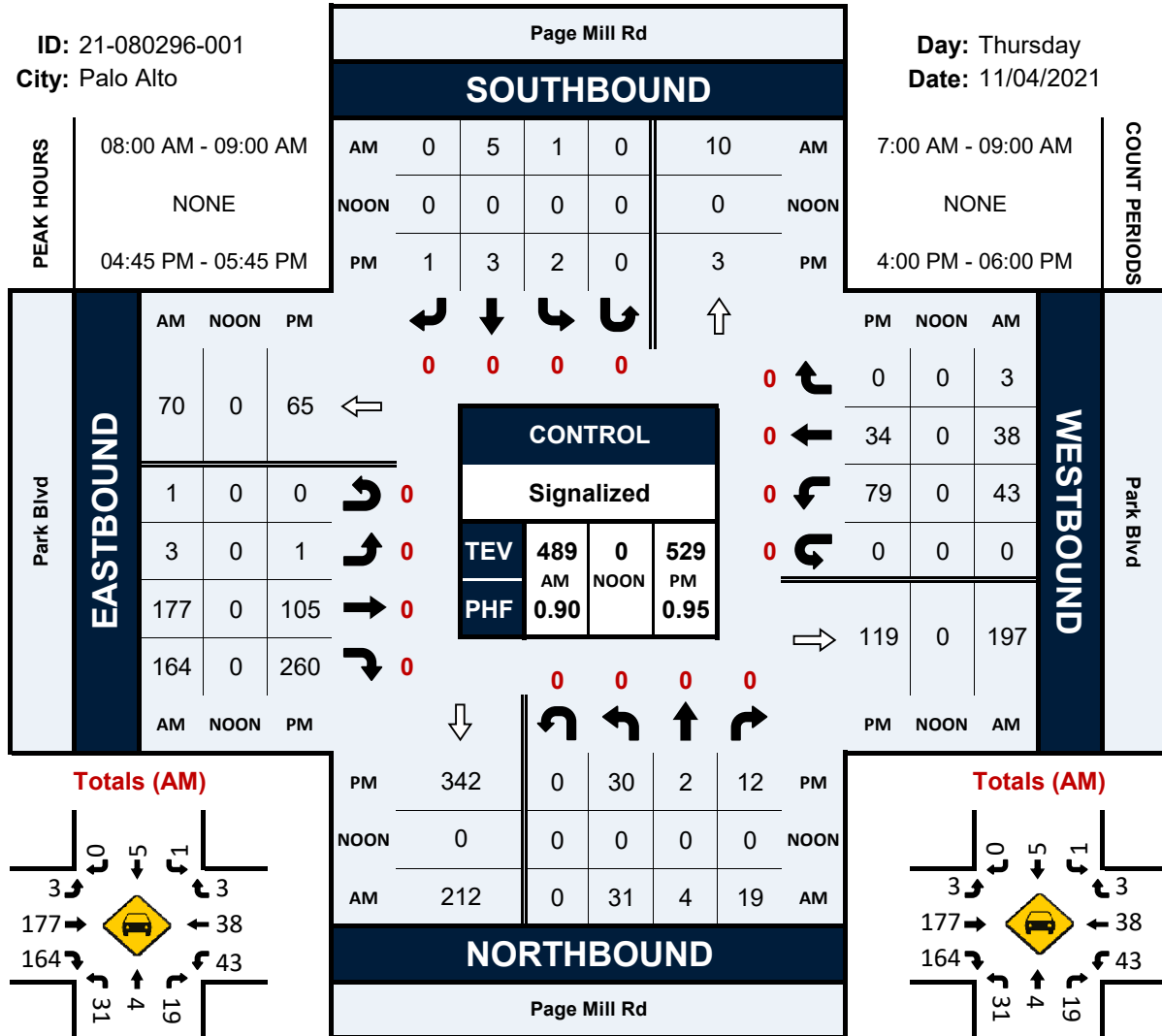
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Page Mill Rd & Park Blvd

Peak Hour Turning Movement Count

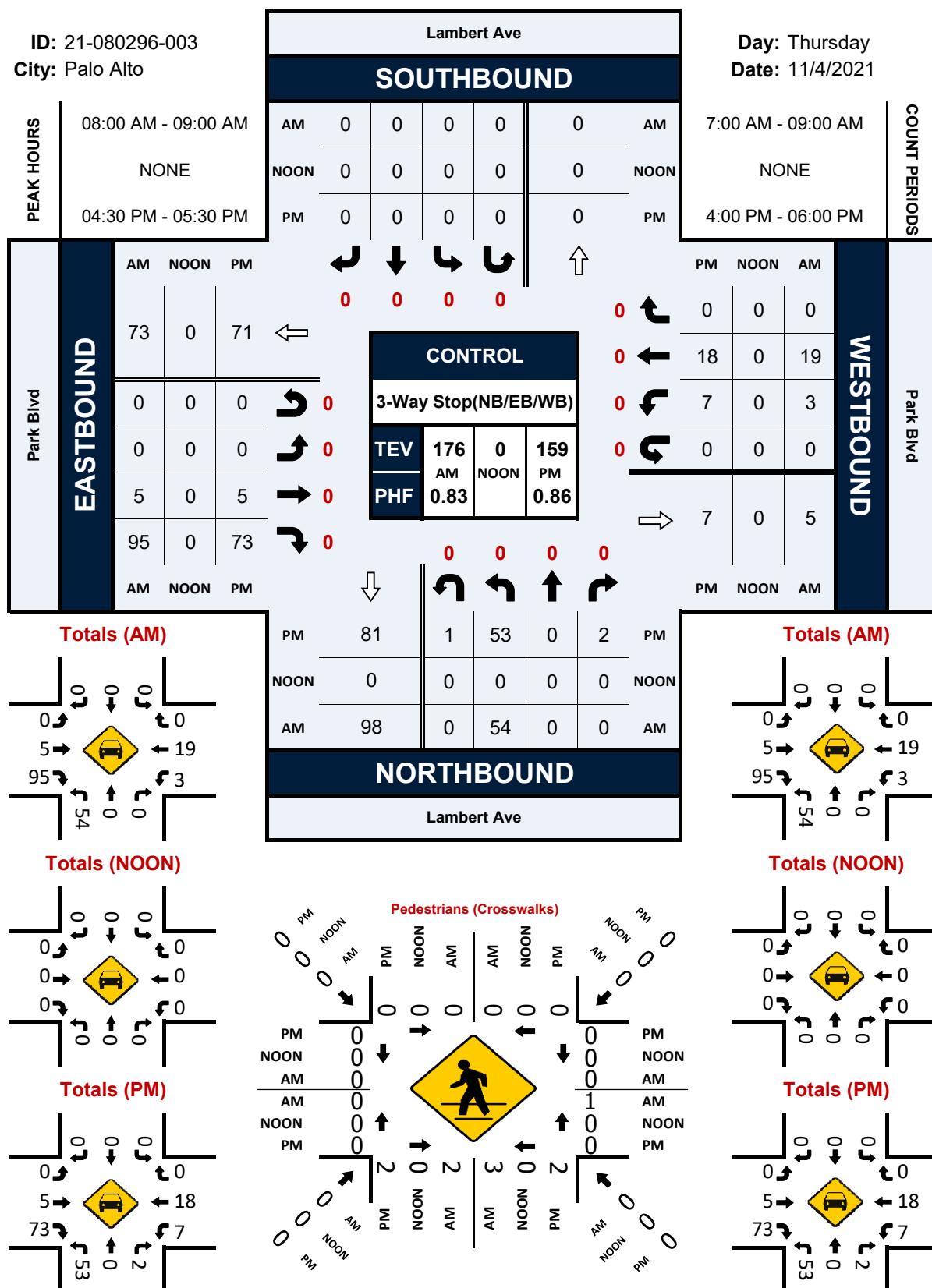
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City: Palo Alto

Day: Thursday
Date: 11/04/2021



City: Palo Alto

Date: 11/4/2021

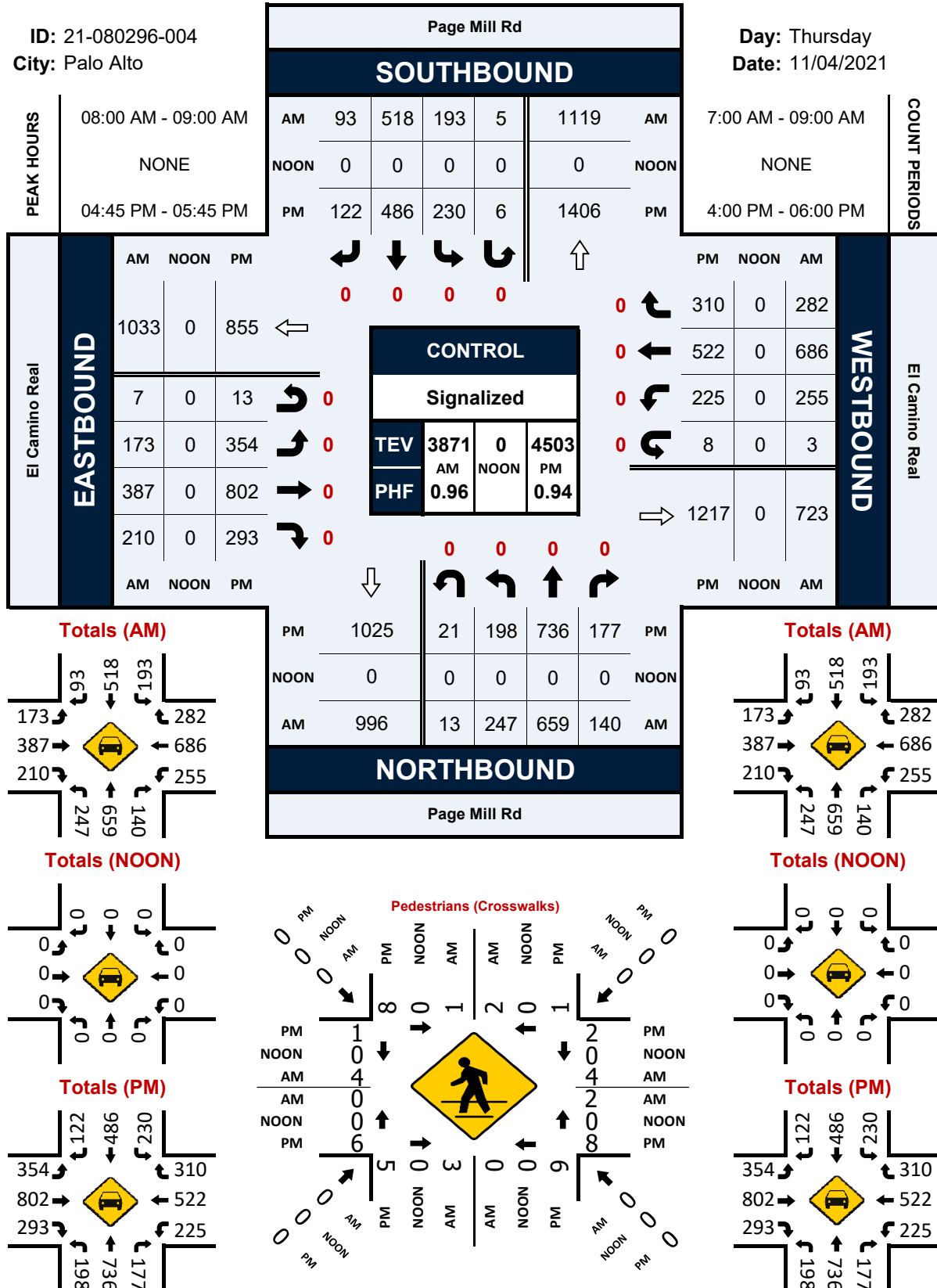


Page Mill Rd & El Camino Real

Peak Hour Turning Movement Count

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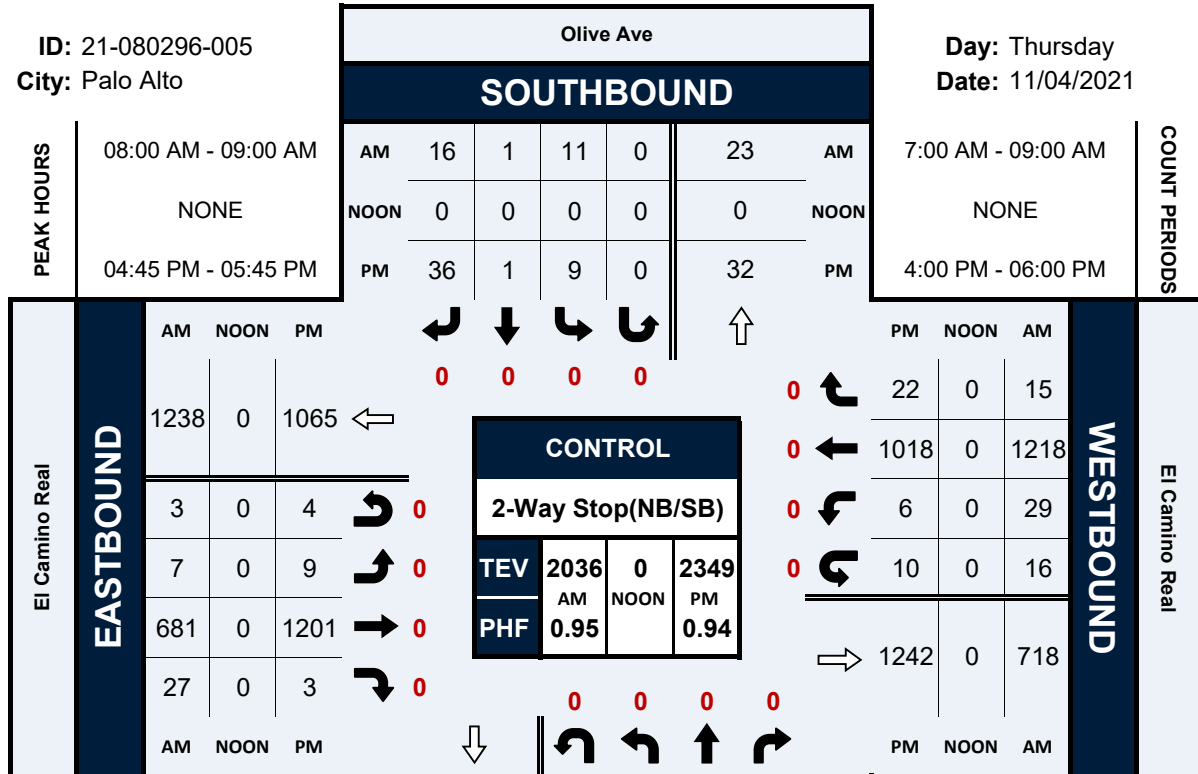


Olive Ave & El Camino Real

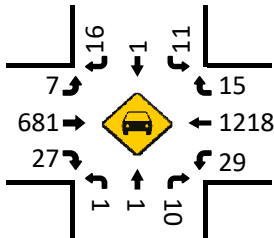
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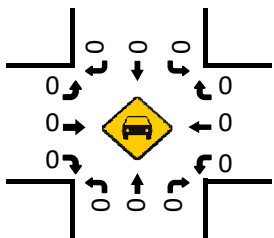
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Date: 11/04/2021



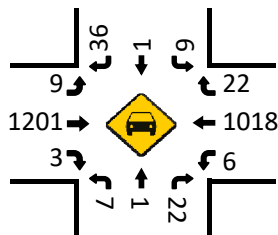
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Totals (NOON)

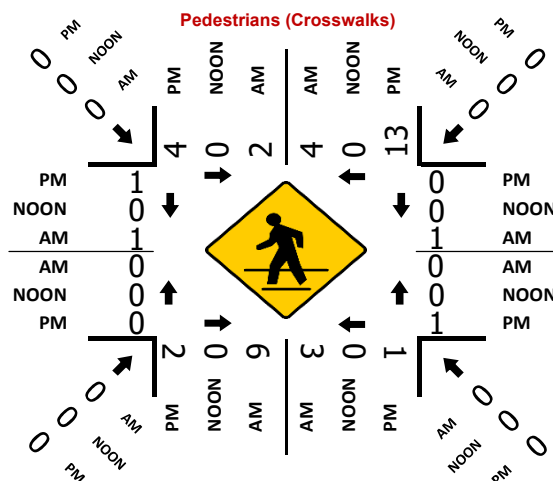


Totals (PM)

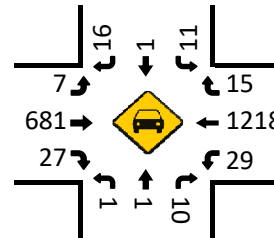


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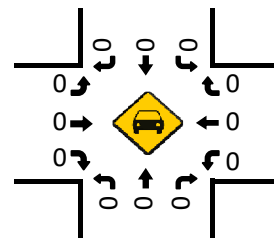
Olive Ave



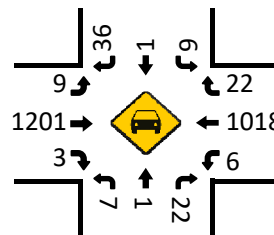
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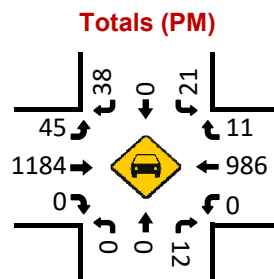
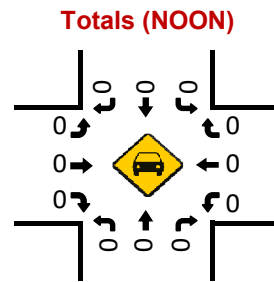
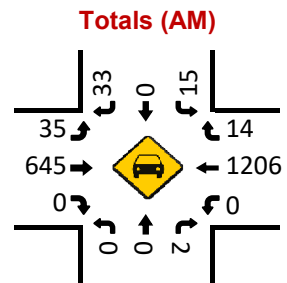
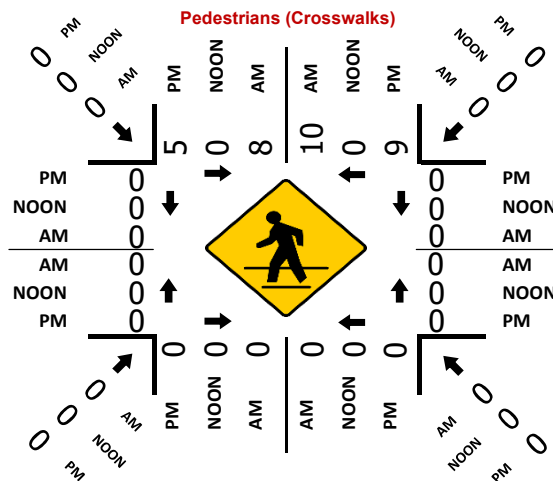
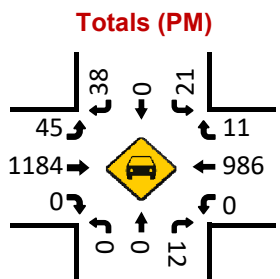
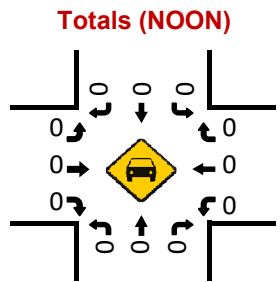
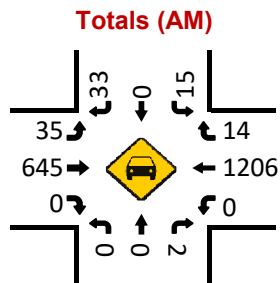
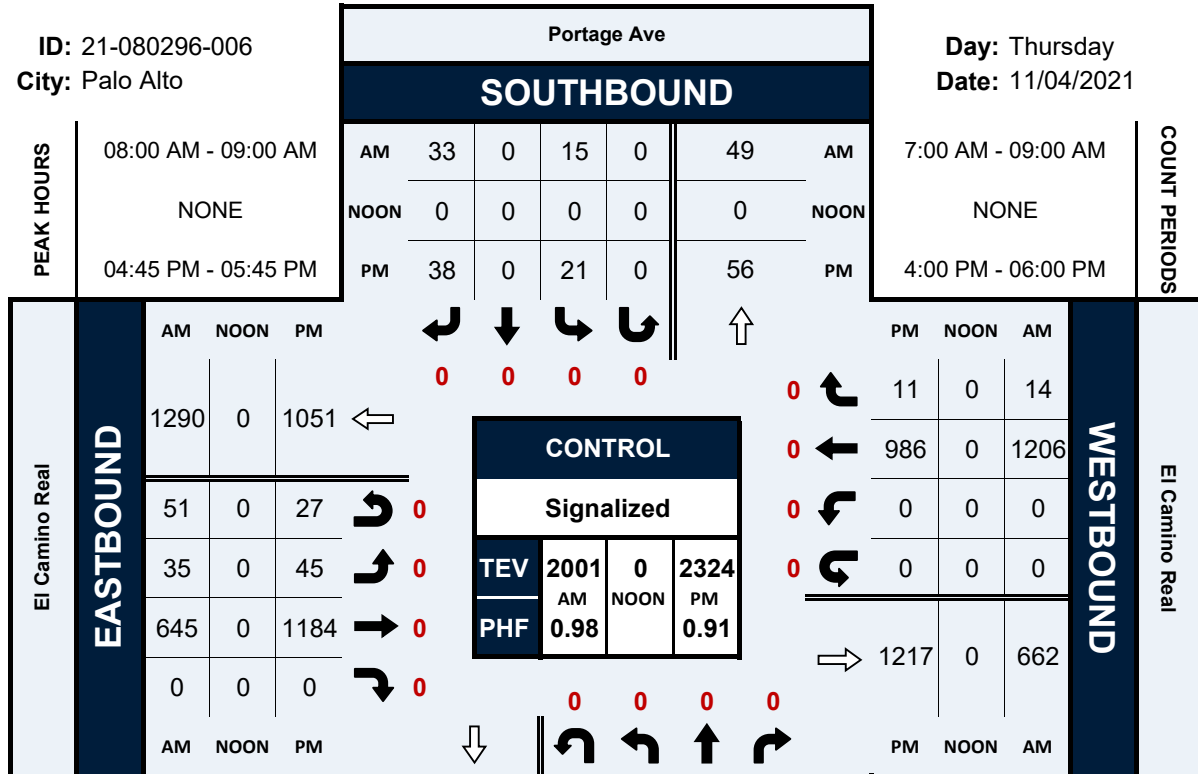


Portage Ave & El Camino Real

Peak Hour Turning Movement Count

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City: Palo Alto

Day: Thursday
Date: 11/04/2021

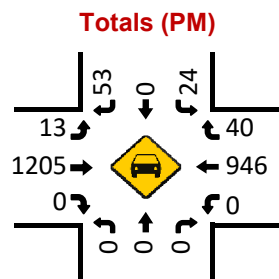
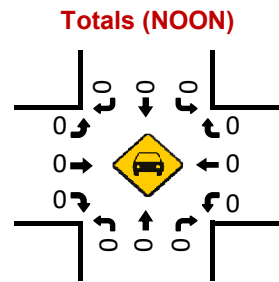
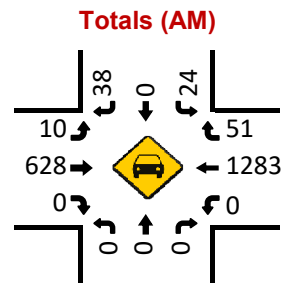
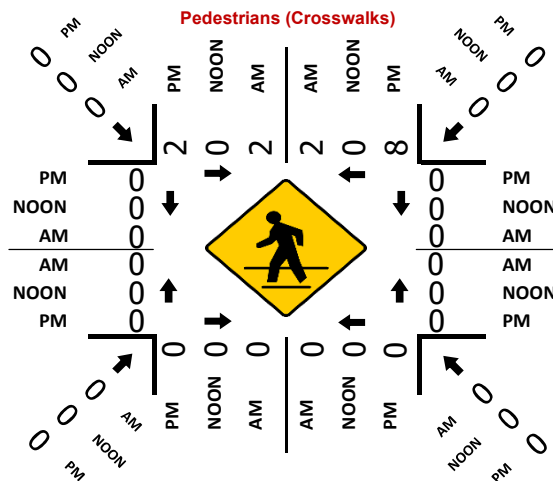
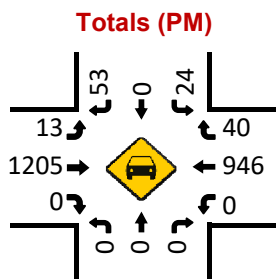
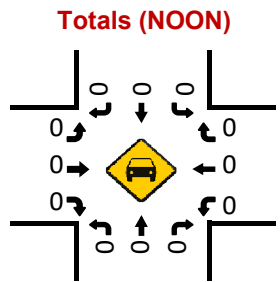
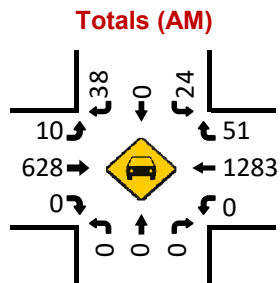
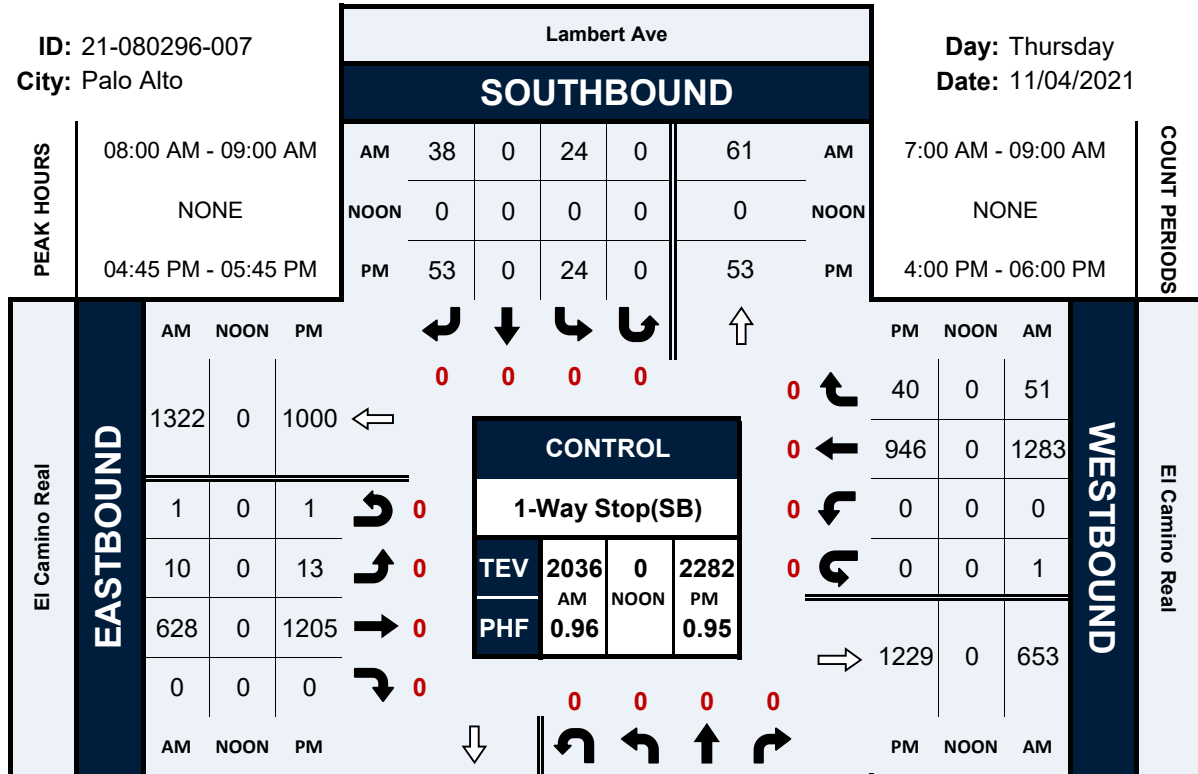


Lambert Ave & El Camino Real

Peak Hour Turning Movement Count

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City: Palo Alto

Day: Thursday
Date: 11/04/2021





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Appendix C

Intersection Level of Service Analysis Summary Sheets



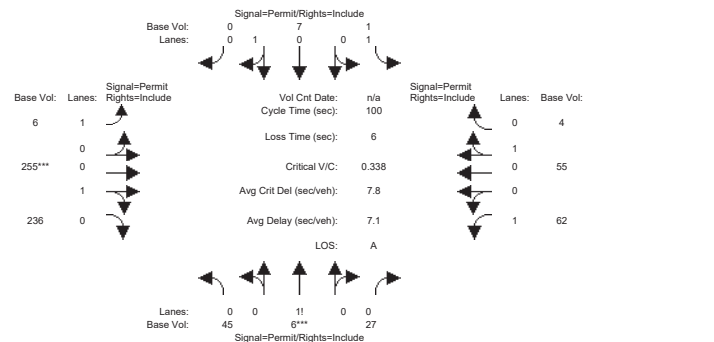


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AM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



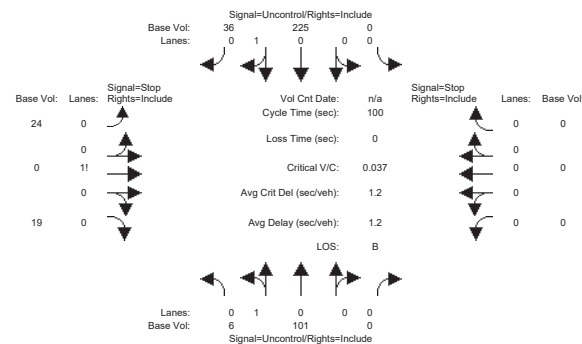
Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	6	27	1	7	0	6	255	236	62	55	4
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:	45	6	27	1	7	0	6	255	236	62	55	4
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:	45	6	27	1	7	0	6	255	236	62	55	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	6	27	1	7	0	6	255	236	62	55	4
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
Final Volume:	45	6	27	1	7	0	6	255	236	62	55	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	0.58	0.08	0.34	1.00	1.00	0.00	1.00	0.52	0.48	1.00	0.93	0.07
Final Sat.:	1010	135	606	1750	1800	0	1750	935	865	1750	1678	122
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.00	0.27	0.27	0.04	0.03	0.03
Crit Moves:	****											
Green Time:	13.2	13.2	13.2	13.2	13.2	0.0	80.8	80.8	80.8	80.8	80.8	80.8
Volume/Cap:	0.34	0.34	0.34	0.00	0.03	0.00	0.00	0.34	0.34	0.04	0.04	0.04
Delay/Veh:	40.3	40.3	40.3	37.7	37.9	0.0	1.9	2.7	2.7	1.9	1.9	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	40.3	40.3	37.7	37.9	0.0	1.9	2.7	2.7	1.9	1.9	1.9
LOS by Move:	D	D	D	D+	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	4	4	0	0	0

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

AM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	6	101	0	0	225	36	24	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	101	0	0	225	36	24	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	101	0	0	225	36	24	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	6	101	0	0	225	36	24	0	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	261	xxxx	xxxxx	xxxxx	xxxx	xxxxx	356	356	243	xxxx	xxxx	xxxxx
Potent Cap.:	1315	xxxx	xxxxx	xxxxx	xxxx	xxxxx	646	573	801	xxxx	xxxx	xxxxx
Move Cap.:	1315	xxxx	xxxxx	xxxxx	xxxx	xxxxx	644	570	801	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.04	0.00	0.02	xxxx	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	705	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxxx	*	*	*
ApproachDel:	xxxxxx	xxxxxx						10.4	xxxxxx	xxxxxx		
ApproachLOS:	*	*						B	xxxxxx	*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

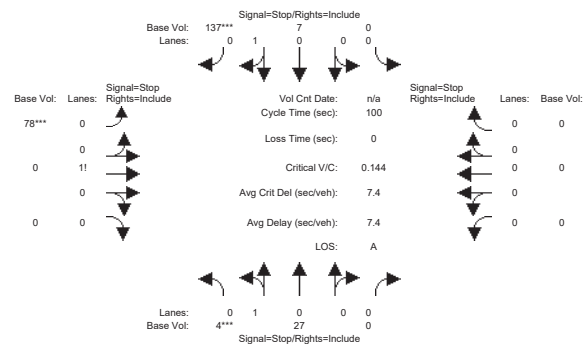
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

AM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
01 AM Existing

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	4	27	0	0	7	137	78	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	27	0	0	7	137	78	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	27	0	0	7	137	78	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	27	0	0	7	137	78	0	0	0	0	0
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:	4	27	0	0	7	137	78	0	0	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.13	0.87	0.00	0.00	0.05	0.95	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	108	726	0	0	49	951	789	0	0	0	0	0

Capacity Analysis Module:										
Vol/Sat:	0.04	0.04	xxxx	xxxx	0.14	0.14	0.10	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.4	7.4	0.0	0.0	7.1	7.1	7.9	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	0.0	0.0	7.1	7.1	7.9	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	*	*	*	*
ApproachDel:	7.4	7.4			7.1	7.1	7.9	xxxxxx	xxxxxx	xxxxxx
Delay Adj:	1.00	1.00			1.00	1.00	1.00	xxxxxx	xxxxxx	xxxxxx
ApprAdjDel:	7.4	7.4			7.1	7.1	7.9	xxxxxx	xxxxxx	xxxxxx
LOS by Appr:	A	A			A	A	*	*	*	*
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.0	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

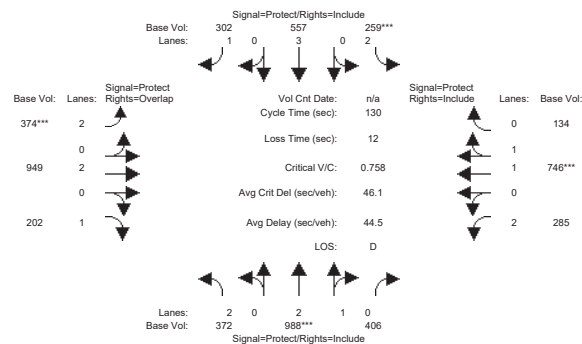
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound	
-----------	-------------	--	-------------	--	------------	--	------------	--

AM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: El Camino Real / Page Mill Rd



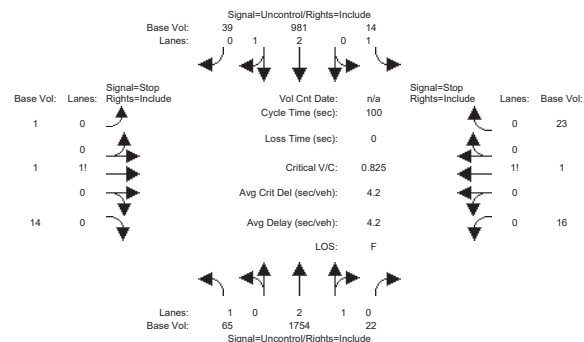
Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	372	988	406	259	557	302	374	949	202	285	746	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	988	406	259	557	302	374	949	202	285	746	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	988	406	259	557	302	374	949	202	285	746	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	988	406	259	557	302	374	949	202	285	746	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	988	406	259	557	302	374	949	202	285	746	134

Saturation Flow Module:										
Sat/Lane:	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
Lanes:	2.00	2.09	0.91	2.00	3.00	1.00	2.00	2.00	1.00	2.00
Final Sat.:	3150	3967	1630	3150	5700	1750	3150	3800	1750	3150

Capacity Analysis Module:										
Vol/Sat:	0.12	0.25	0.25	0.08	0.10	0.17	0.12	0.25	0.12	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****
Green Time:	23.1	42.7	42.7	14.1	33.7	33.7	20.4	44.9	68.0	16.3
Volume/Cap:	0.66	0.76	0.76	0.76	0.38	0.66	0.76	0.72	0.22	0.72
Delay/Veh:	52.9	40.9	40.9	65.7	39.7	46.8	59.1	39.1	16.8	61.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	40.9	40.9	65.7	39.7	46.8	59.1	39.1	16.8	61.2
LOS by Move:	D	D	D	E	D	D	E	D	D	D
HCM2kAvgQ:	8	17	17	8	6	12	10	17	5	7

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

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



Street Name:		El Camino Real						Olive 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:		65	1754	22	14	981	39	1	1	14	16	1	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:		65	1754	22	14	981	39	1	1	14	16	1	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:		65	1754	22	14	981	39	1	1	14	16	1	23
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:		65	1754	22	14	981	39	1	1	14	16	1	23
----- ----- ----- ----- -----													
Critical Gap Module:													
Critical Gap:		4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:		2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- ----- -----													
Capacity Module:													
Cnflict Vol:		1020	xxxx	xxxxxx	1776	xxxx	xxxxxx	1744	2935	347	2251	2943	596
Potent Cap:		688	xxxx	xxxxxx	355	xxxx	xxxxxx	56	15	655	23	15	452
Move Cap:		688	xxxx	xxxxxx	355	xxxx	xxxxxx	46	13	655	19	13	452
Volume/Cap:		0.09	xxxx	xxxxx	0.04	xxxx	xxxxx	0.02	0.08	0.02	0.83	0.08	0.05
----- ----- ----- ----- -----													

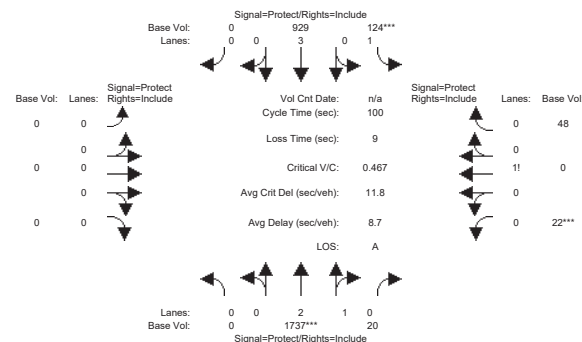
Level of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	0.1	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.8	xxxx	xxxxxx	15.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	135	xxxxxx	xxxx	42	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	0.4	xxxxxx	xxxxxx	3.8	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	35.3	xxxxxx	xxxxxx	272	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx				35.3			272.0	
ApproachLOS:	*			*				E			F	
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

Intersection #5 El Camino Real / Olive Ave

Base 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

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



Street Name: El Camino Real				Portage Ave											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
Min. Green: 7 10 10				7 10 10				10 10 10				10 10 10			
Y+R: 4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Volume Module:															
Base Vol: 0 1737 20				124 929 0				0 0 0				22 0 48			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 0 1737 20				124 929 0				0 0 0				22 0 48			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 0 1737 20				124 929 0				0 0 0				22 0 48			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol: 0 1737 20				124 929 0				0 0 0				22 0 48			
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: 0 1737 20				124 929 0				0 0 0				22 0 48			
Saturation Flow Module:															
Sat/Lane: 1900 1900 1900				1900 1900 1900				1900 1900 1900				1900 1900 1900			
Adjustment: 0.92 0.98 0.95				0.92 1.00 0.92				0.92 1.00 0.92				0.92 0.92 0.92			
Lanes: 0.00 2.96 0.04				1.00 3.00 0.00				0.00 0.00 0.00				0.31 0.00 0.69			
Final Sat.: 0 5536				64 1750 5700				0 0 0				550 0 1200			

Capacity Analysis Module:												
Vel/Sat:	0.00	0.31	0.31	0.07	0.16	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:	****			****						****		
Green Time:	0.0	66.1	66.1	14.9	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.47	0.47	0.47	0.20	0.00	0.00	0.00	0.00	0.40	0.00	0.40
Delay/Veh:	0.0	8.5	8.5	40.3	2.2	0.0	0.0	0.0	0.0	43.7	0.0	43.7
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:	0.0	8.5	8.5	40.3	2.2	0.0	0.0	0.0	0.0	43.7	0.0	43.7
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	4	2	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

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

Signal=Uncontrol/Rights=Include

Base Vol: Lanes: 0 0 2 1 16 0

Signal=Stop Rights=Include

Base Vol: Lanes: 0 0 0 0 0 0

Vol Cnt Date: n/a

Cycle Time (sec): 100

Loss Time (sec): 0

Critical V/C: 0.959

Avg Crit Del (sec/veh): 6.8

Avg Delay (sec/veh): 6.8

LOS: F

Base Vol: Lanes: 0 0 11 0 0 0

Signal=Uncontrol/Rights=Include

Base Vol: Lanes: 0 0 2 1 0 73

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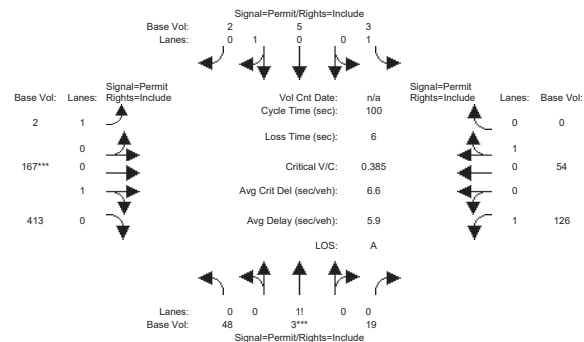
Note: Queue reported is the number of cars per lane.
      Peak Hour Delay Signal Warrant Report
*****
Intersection #7 El Camino Real / Lambert Ave
Base Volume Alternative: Peak Hour Warrant NOT Met
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L   T   R      L   T   R      L   T   R      L   T   R

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PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



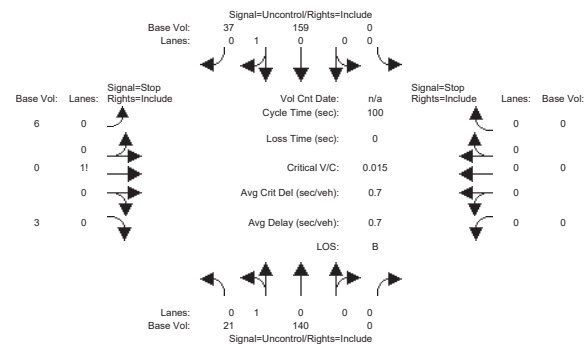
Street Name:	Park Blvd					Page Mill Rd				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Min. Green:	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:										
Base Vol:	48	3	19	3	5	2	2	167	413	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	19	3	5	2	2	167	413	126
User Adj:	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
PHF Volume:	48	3	19	3	5	2	2	167	413	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	19	3	5	2	2	167	413	126
PCE Adj:	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
Final Volume:	48	3	19	3	5	2	2	167	413	126
Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.92
Lanes:	0.69	0.04	0.27	1.00	0.71	0.29	1.00	0.29	0.71	1.00
Final Sat.:	1200	75	475	1750	1286	514	1750	518	1282	1750
Capacity Analysis Module:										
Vol/Sat:	0.04	0.04	0.04	0.00	0.00	0.00	0.00	0.32	0.32	0.07
Crit Moves:	****						****			
Green Time:	10.4	10.4	10.4	10.4	10.4	10.4	83.6	83.6	83.6	83.6
Volume/Cap:	0.39	0.39	0.39	0.02	0.04	0.04	0.00	0.39	0.39	0.09
Delay/Veh:	43.2	43.2	43.2	40.3	40.4	40.4	1.3	2.1	2.1	1.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	43.2	43.2	40.3	40.4	40.4	1.3	2.1	2.1	1.5
LOS by Move:	D	D	D	D	D	D	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	4	4	1

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

PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd					Olive Ave				
Approach:	North Bound					South Bound				
Movement:	L	T	R	L	T	R	L	T	R	L
Volume Module:										
Base Vol:	21	140	0	0	159	37	6	0	3	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	140	0	0	159	37	6	0	3	0
User Adj:	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
PHF Volume:	21	140	0	0	159	37	6	0	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0
Final Volume:	21	140	0	0	159	37	6	0	3	0
Critical Gap Module:										
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	6.4	6.5	6.2	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	3.5	4.0	3.3	xxxxx
Capacity Module:										
Cnflct Vol:	196	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	360	360	178	xxxx
Potent Cap.:	1389	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	643	570	871	xxxx
Move Cap.:	1389	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	636	562	871	xxxx
Volume/Cap:	0.02	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.01	0.00	0.00	xxxx
Level Of Service Module:										
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx
Control Del:	7.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxxx
Shrd ConDel:	7.6	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	10.2	xxxxx	xxxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	B	*	*	*
ApproachDel:	xxxxxx						10.2			xxxxxx
ApproachLOS:	*						B			*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

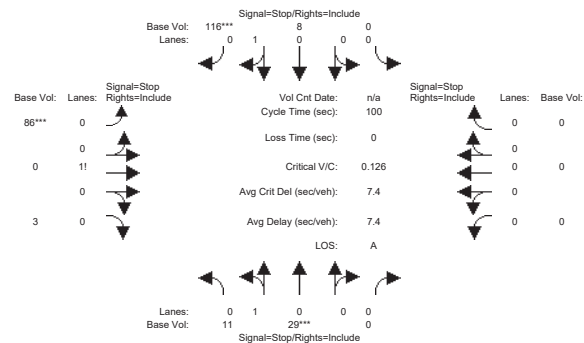
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
02 PM Existing

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	29	0	0	8	116	86	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	29	0	0	8	116	86	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	29	0	0	8	116	86	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	29	0	0	8	116	86	0	3	0	0	0
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:	11	29	0	0	8	116	86	0	3	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.06	0.94	0.97	0.00	0.03	0.00	0.00	0.00
Final Sat.:	227	598	0	0	63	920	771	0	27	0	0	0

Capacity Analysis Module:	Park Blvd				Lambert Ave			
Vol/Sat:	0.05	0.05	xxxx	xxxx	0.13	0.13	0.11	xxxx
Crit Moves:	****	****	****	****	****	****	****	****
Delay/Veh:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
LOS by Move:	A	A	*	*	A	A	*	*
ApproachDel:	7.5	7.5	7.1	7.1	7.9	7.9	xxxxxx	xxxxxx
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	xxxxxx	xxxxxx
ApprAdjDel:	7.5	7.5	7.1	7.1	7.9	7.9	xxxxxx	xxxxxx
LOS by Appr:	A	A	A	A	A	A	*	*
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

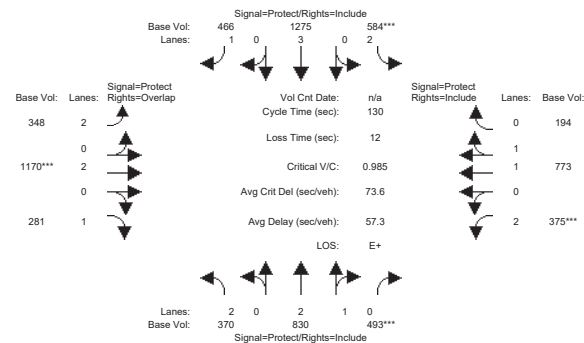
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound	
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PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: El Camino Real / Page Mill Rd



El Camino Real				Page Mill Rd					
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
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:									
Base Vol:	370	830	493	584	1275	466	348	1170	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	370	830	493	584	1275	466	348	1170	281
User Adj:	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
PHF Volume:	370	830	493	584	1275	466	348	1170	281
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	830	493	584	1275	466	348	1170	281
PCE Adj:	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
FinalVolume:	370	830	493	584	1275	466	348	1170	281

Saturation Flow Module:	El Camino Real				Page Mill Rd			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00
Final Sat.:	3150	3800	1750	3150	5700	1750	3150	3800

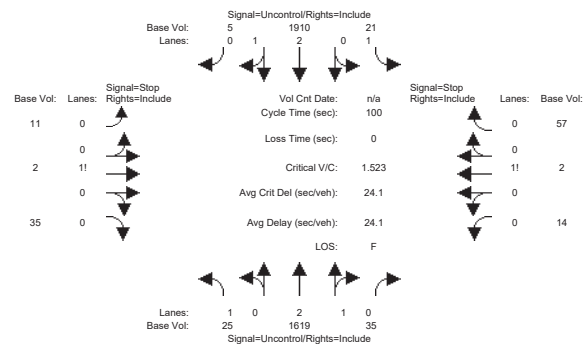
Capacity Analysis Module:	El Camino Real				Page Mill Rd			
Vol/Sat:	0.12	0.22	0.28	0.19	0.22	0.27	0.11	0.31
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	18.9	37.2	37.2	24.5	42.8	42.8	16.7	40.6
Volume/Cap:	0.81	0.76	0.98	0.98	0.68	0.81	0.86	0.98
Delay/Veh:	64.2	44.5	67.1	85.6	38.7	48.3	71.9	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.2	44.5	67.1	85.6	38.7	48.3	71.9	66.8
LOS by Move:	E	D	E	F	D	D	E	D
HCM2kAvgQ:	9	15	25	19	15	20	11	29

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

PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
02 PM Existing

Intersection #5: El Camino Real / Olive Ave



Street Name:	El Camino Real						Olive 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:	25	1619	35	21	1910	5	11	2	35	14	2	57
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:	25	1619	35	21	1910	5	11	2	35	14	2	57
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:	25	1619	35	21	1910	5	11	2	35	14	2	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	25	1619	35	21	1910	5	11	2	35	14	2	57
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1915	xxxx	xxxxxx	1654	xxxx	xxxxxx	2545	3659	639	2366	3644	557
Potent Cap.:	314	xxxx	xxxxxx	395	xxxx	xxxxxx	14	5	423	19	5	479
Move Cap.:	314	xxxx	xxxxxx	395	xxxx	xxxxxx	7	4	423	10	4	479
Volume/Cap:	0.08	xxxx	xxxx	0.05	xxxx	xxxx	1.52	0.46	0.08	1.37	0.45	0.12
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	17.5	xxxx	xxxxxx	14.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	23	xxxxxx	xxxx	38	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	6.1	xxxxxx	xxxxxx	7.9	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	846	xxxxxx	xxxxxx	669	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			846.0			668.6		
ApproachLOS:	*			*			F			F		
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

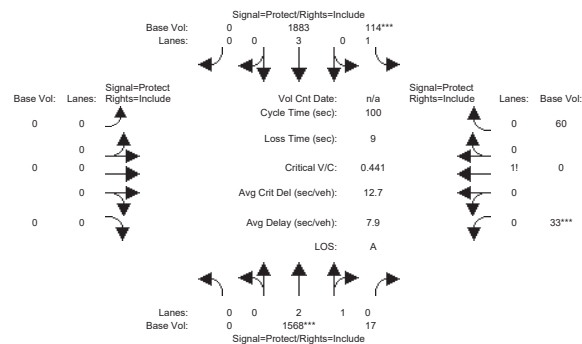
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
02 PM Existing

Intersection #6: El Camino Real / Portage Ave



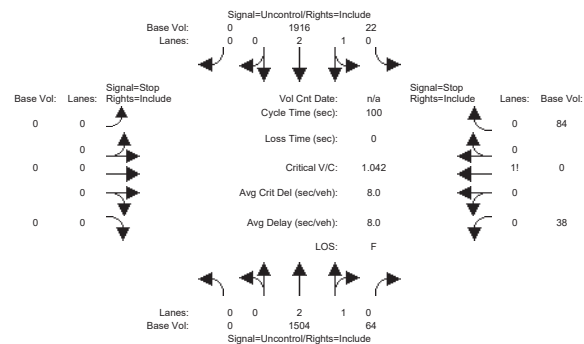
Street Name:	El Camino Real						Portage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1568	17	114	1883	0	0	0	0	33	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1568	17	114	1883	0	0	0	0	33	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1568	17	114	1883	0	0	0	0	33	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1568	17	114	1883	0	0	0	0	33	0	60
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:	0	1568	17	114	1883	0	0	0	0	33	0	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.92	0.92
Lanes:	0.00	2.97	0.03	1.00	3.00	0.00	0.00	0.00	0.00	0.35	0.00	0.65
Final Sat.:	0	5540	60	1750	5700	0	0	0	0	621	0	1129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.33	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	64.2	64.2	14.8	78.9	0.0	0.0	0.0	0.0	12.1	0.0	12.1
Volume/Cap:	0.00	0.44	0.44	0.44	0.42	0.00	0.00	0.00	0.00	0.44	0.00	0.44
Delay/Veh:	0.0	9.0	9.0	40.1	3.4	0.0	0.0	0.0	0.0	42.3	0.0	42.3
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:	0.0	9.0	9.0	40.1	3.4	0.0	0.0	0.0	0.0	42.3	0.0	42.3
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	8	8	3	6	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

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

PM Peak Hour - Existing Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	1504	64	22	1916	0	0	0	0	38	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1504	64	22	1916	0	0	0	0	38	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1504	64	22	1916	0	0	0	0	38	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1504	64	22	1916	0	0	0	0	38	0	84

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1568	xxxx	xxxxx	xxxx	xxxx	xxxxx	2219	3496	533
Potent Cap.:	xxxx	xxxx	xxxxx	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	38	6	496
Move Cap.:	xxxx	xxxx	xxxxx	426	xxxx	xxxxx	xxxx	xxxx	xxxxx	36	6	496
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	xxxx	xxxx	xxxx	xxxx	1.04	0.00	0.17

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	101	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	8.2	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.9	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	236	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	235.9		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

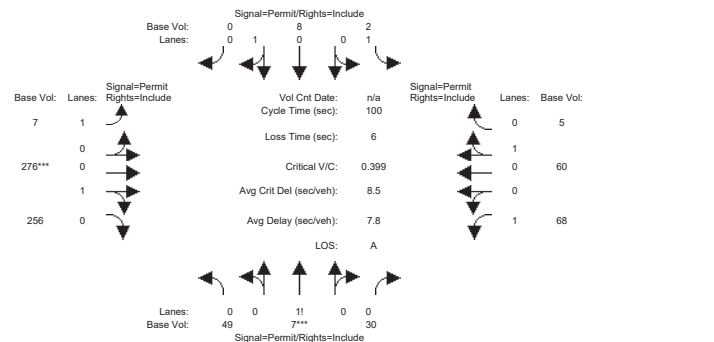
Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

AM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	49	7	30	2	8	0	7	276	256	68	60	5
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:	49	7	30	2	8	0	7	276	256	68	60	5
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:	49	7	30	2	8	0	7	276	256	68	60	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	7	30	2	8	0	7	276	256	68	60	5
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
Final Volume:	49	7	30	2	8	0	7	276	256	68	60	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.80	0.73	0.82	1.00	0.92	0.66	0.93	0.85	0.39	0.99	0.91
Lanes:	0.57	0.08	0.35	1.00	1.00	0.00	1.00	0.50	0.50	1.00	0.92	0.08
Final Sat.:	799	114	489	1561	1900	0	1253	879	815	747	1721	143

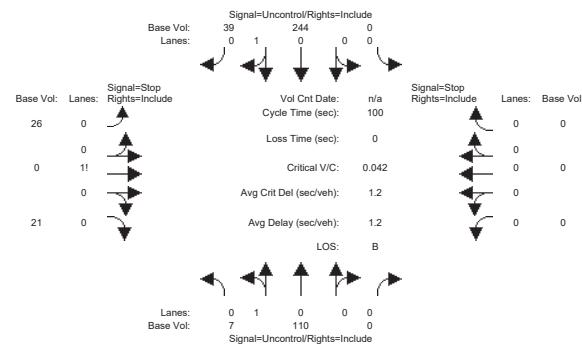
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.00	0.00	0.01	0.31	0.31	0.09	0.03	0.03
Crit Moves:	****						****					
Green Time:	15.4	15.4	15.4	15.4	15.4	0.0	78.6	78.6	78.6	78.6	78.6	78.6
Volume/Cap:	0.40	0.40	0.40	0.01	0.03	0.00	0.01	0.40	0.40	0.12	0.04	0.04
Delay/Veh:	39.4	39.4	39.4	35.9	36.0	0.0	2.3	3.5	3.5	2.6	2.4	2.4
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:	39.4	39.4	39.4	35.9	36.0	0.0	2.3	3.5	3.5	2.6	2.4	2.4
LOS by Move:	D	D	D	D+	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	5	5	1	0	0

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

AM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	7	110	0	0	244	39	26	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	110	0	0	244	39	26	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	110	0	0	244	39	26	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	7	110	0	0	244	39	26	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	283	xxxx	xxxxx	xxxxx	xxxx	xxxxx	388	388	264	xxxx	xxxx	xxxxx
Potent Cap.:	1291	xxxx	xxxxx	xxxxx	xxxx	xxxxx	620	550	780	xxxx	xxxx	xxxxx
Move Cap.:	1291	xxxx	xxxxx	xxxxx	xxxx	xxxxx	617	547	780	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.04	0.00	0.03	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxxx	*	*	*
ApproachDel:	xxxxxx				xxxxxx			10.7	xxxxxx			
ApproachLOS:	*				*			B	xxxxxx	*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

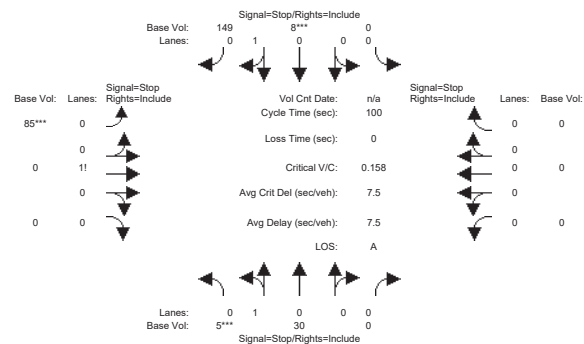
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

AM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
03 AM Background

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	5	30	0	0	8	149	85	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	30	0	0	8	149	85	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	30	0	0	8	149	85	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	30	0	0	8	149	85	0	0	0	0	0
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:	5	30	0	0	8	149	85	0	0	0	0	0

Saturation Flow Module:									
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	0.05	0.95	1.00	0.00	0.00
Final Sat.:	118	708	0	0	51	941	781	0	0

Capacity Analysis Module:									
Vol/Sat:	0.04	0.04	xxxx	xxxx	0.16	0.16	0.11	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.4	7.4	0.0	0.0	7.2	7.2	8.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	0.0	0.0	7.2	7.2	8.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	*	*	*
ApproachDel:	7.4	7.4	0.0	0.0	7.2	7.2	8.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	7.4	7.4	0.0	0.0	7.2	7.2	8.0	0.0	0.0
LOS by Appr:	A	A	*	*	A	A	*	*	*
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.1	0.1	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

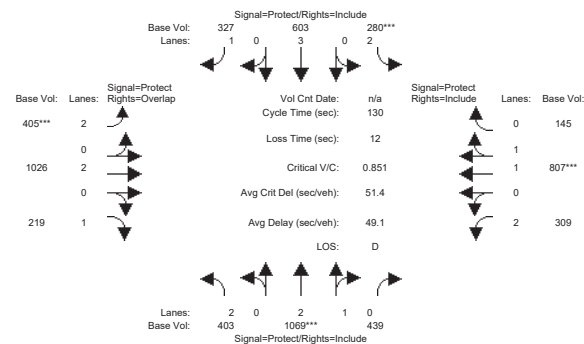
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound	
-----------	-------------	--	-------------	--	------------	--	------------	--

AM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: 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	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	403	1069	439	280	603	327	405	1026	219	309	807	145
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:	403	1069	439	280	603	327	405	1026	219	309	807	145
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:	403	1069	439	280	603	327	405	1026	219	309	807	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1069	439	280	603	327	405	1026	219	309	807	145
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:	403	1069	439	280	603	327	405	1026	219	309	807	145

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.88	0.79	1.00	0.78	0.79	1.00	0.78
Lanes:	2.00	2.07	0.93	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2992	3769	1548	2992	5700	1488	2992	3800	1488

Capacity Analysis Module:									
Vol/Sat:	0.13	0.28	0.28	0.09	0.11	0.22	0.14	0.27	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	21.9	43.3	43.3	14.3	35.7	35.7	20.7	43.7	65.6
Volume/Cap:	0.80	0.85	0.85	0.85	0.38	0.80	0.85	0.80	0.29
Delay/Veh:	60.8	44.5	44.5	75.4	38.4	54.5	66.8	43.1	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.8	44.5	44.5	75.4	38.4	54.5	66.8	43.1	18.9
LOS by Move:	E	D	D	E	D	D	E	D	B
HCM2kAvgQ:	10	20	20	9	7	15	12	20	5

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

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

Signal+Uncontrol/Rights=Include

Base Vol: Lanes: 43 0 1 2 0 1

Signal+Stop Rights=Include

Base Vol: Lanes: 2 0 0 11 0 16

Vol Cnt Date: n/a

Cycle Time (sec): 100

Loss Time (sec): 0

Critical V/C: 1.508

Avg Crit Del (sec/veh): 11.0

Avg Delay (sec/veh): 11.0

LOS: F

Signal+Stop Rights=Include

Base Vol: Lanes: 0 25 0 11 0 18

Signal+Uncontrol/Rights=Include

Base Vol: Lanes: 71 0 2 1 0 24

Street Name:	El Camino Real						Olive 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:	71	1897	24	16	1061	43	2	2	16	18	2	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1897	24	16	1061	43	2	2	16	18	2	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1897	24	16	1061	43	2	2	16	18	2	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	71	1897	24	16	1061	43	2	2	16	18	2	25
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxxx	xxxxx	4.1	xxxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTIm:	2.2	xxxxx	xxxxx	2.2	xxxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1104	xxxxx	xxxxx	1921	xxxxx	xxxxx	1890	3178	375	2438	3187	644
Potent Cap.:	640	xxxxx	xxxxx	312	xxxxx	xxxxx	44	11	628	17	10	420
Move Cap.:	640	xxxxx	xxxxx	312	xxxxx	xxxxx	30	9	628	12	9	420
Volume/Cap:	0.11	xxxxx	xxxxx	0.05	xxxxx	xxxxx	0.07	0.22	0.03	1.51	0.23	0.02

Level of Service Module:														
2Way95thQ:		0.4	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	
Control Del:		11.3	xxxx	xxxxxx	17.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	
LOS by Move:		B	*	*	C	*	*	*	*	*	*	*	*	
Movement:		LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	
Shared Cap:		xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	63	xxxxxx	xxxx	25	xxxxxx
SharedQueue:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	1.1	xxxxxx	xxxxxx	5.5	xxxxxx	
Shrd ConDel:		xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	86.5	xxxxxx	xxxxxx	712	xxxxxx	
Shared LOS:		*	*	*	*	*	*	*	F	*	*	F	*	
ApproachDel:		xxxxxx			xxxxxx				86.5			712.3		
ApproachLOS:		*			*				F			F		
Note: Queue reported is the number of cars per lane.														
Peak Hour Delay Signal Warrant Report														

Base 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

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

The diagram illustrates a four-lane intersection with the following traffic movements and timing parameters:

- Base Vol:** Lanes: 0, 0, 0, 0
- Signal=Protect/Rights=Include** (Top): 0, 0, 1005, 0, 135***
- Vol Cnt Date:** n/a
- Cycle Time (sec):** 100
- Loss Time (sec):** 9
- Critical V/C:** 0.510
- Avg Crit Del (sec/veh):** 12.5
- Avg Delay (sec/veh):** 9.2
- LOS:** A
- Signal=Protect/Rights=Include** (Bottom): 0, 0, 1878***, 1, 0, 22
- Lanes:** 0, 0, 0, 0
- Base Vol:** 0, 0, 0, 0

Street Name:				El Camino Real				Portage Ave							
Approach:		North Bound			South Bound			East Bound				West Bound			
Movement:		L	T	R	L	T	R	L	T	R	L	T	R		
Min. Green:		7	10	10	7	10	10	10	10	10	10	10	10		
Y+R:		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0		
Volume Module:															
Base Vol:		0	1878	22	135	1005	0	0	0	0	24	0	52		
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:		0	1878	22	135	1005	0	0	0	0	24	0	52		
User Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:		0	1878	22	135	1005	0	0	0	0	24	0	52		
Reduct Vol:		0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:		0	1878	22	135	1005	0	0	0	0	24	0	52		
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:		0	1878	22	135	1005	0	0	0	0	24	0	52		
Saturation Flow Module:															
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900		
Adjustment:		0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.92	0.82	1.00	0.82		
Lanes:		0.00	2.96	0.04	1.00	3.00	0.00	0.00	0.00	0.00	0.32	0.00	0.68		
Final Sat.:		0	5617	66	1663	5700	0	0	0	0	494	0	1070		

Capacity Analysis Module:												
Val/Sat:	0.00	0.33	0.33	0.08	0.18	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.00	65.2	65.2	15.8	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.51	0.51	0.51	0.22	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Delay/Veh:	0.0	9.2	9.2	40.3	2.2	0.0	0.0	0.0	0.0	44.9	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.2	9.2	40.3	2.2	0.0	0.0	0.0	0.0	44.9	0.0	44.9
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	4	2	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

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

Diagram illustrating a four-lane intersection with two signal phases. The intersection is shown from a top-down perspective, with lanes numbered 0 to 4 on each side.

Phase 1 (Top):

- Signal: Stop
- Rights: Include
- Base Vol: Lanes: 0, 0, 2, 1, 0
- Signal+Uncontrol/Rights=Include: 0, 0, 978, 2, 1, 0
- Vol Cnt Date: n/a
- Cycle Time (sec): 100
- Loss Time (sec): 0
- Critical V/C: 1.401
- Avg Crit Del (sec/veh): 13.2
- Avg Delay (sec/veh): 13.2
- LOS: F

Phase 2 (Bottom):

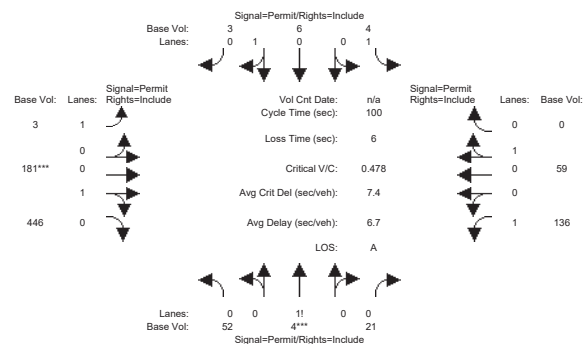
- Signal: Stop
- Rights: Include
- Base Vol: Lanes: 0, 0, 2, 1, 0
- Signal+Uncontrol/Rights=Include: 0, 0, 1998, 2, 1, 0
- Vol Cnt Date: n/a
- Cycle Time (sec): 100
- Loss Time (sec): 0
- Critical V/C: 1.401
- Avg Crit Del (sec/veh): 13.2
- Avg Delay (sec/veh): 13.2
- LOS: F

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



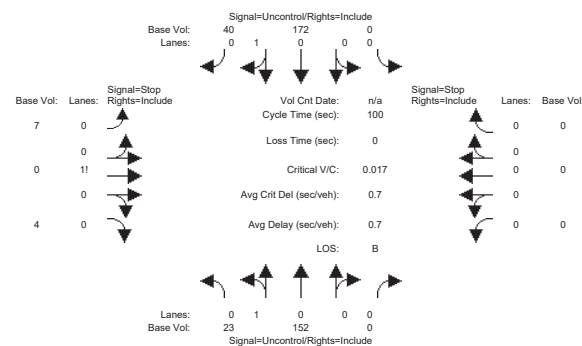
Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	4	21	4	6	3	3	181	446	136	59	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	4	21	4	6	3	3	181	446	136	59	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	4	21	4	6	3	3	181	446	136	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	4	21	4	6	3	3	181	446	136	59	0
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:	52	4	21	4	6	3	3	181	446	136	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.76	0.70	0.79	0.95	0.88	0.66	0.89	0.82	0.36	1.00	0.92
Lanes:	0.68	0.05	0.27	1.00	0.65	0.35	1.00	0.27	0.73	1.00	1.00	0.00
Final Sat.:	907	70	366	1500	1170	585	1260	462	1138	679	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.01	0.01	0.00	0.39	0.39	0.20	0.03	0.00
Crit Moves:	****						****					
Green Time:	12.0	12.0	12.0	12.0	12.0	12.0	82.0	82.0	82.0	82.0	82.0	0.0
Volume/Cap:	0.48	0.48	0.48	0.02	0.04	0.04	0.00	0.48	0.48	0.24	0.04	0.00
Delay/Veh:	43.3	43.3	43.3	38.9	39.0	39.0	1.6	2.9	2.9	2.3	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	43.3	43.3	38.9	39.0	39.0	1.6	2.9	2.9	2.3	1.7	0.0
LOS by Move:	D	D	D	D	D	D	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	6	6	6	1	0	0
Note: Queue reported is the number of cars per lane.												

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

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	23	152	0	0	172	40	7	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	152	0	0	172	40	7	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	152	0	0	172	40	7	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	23	152	0	0	172	40	7	0	4	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxxx	xxxx	xxxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	212	xxxx	xxxxx	xxxx	xxxx	xxxxxx	390	390	192	xxxx	xxxx	xxxxxx
Potent Cap.:	1370	xxxx	xxxxx	xxxx	xxxx	xxxxxx	618	548	855	xxxx	xxxx	xxxxxx
Move Cap.:	1370	xxxx	xxxxx	xxxx	xxxx	xxxxxx	610	539	855	xxxx	xxxx	xxxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	0.00	0.00	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	681	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxx	0.0	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx				10.4		xxxxxxx		
ApproachLOS:	*			*				B		*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

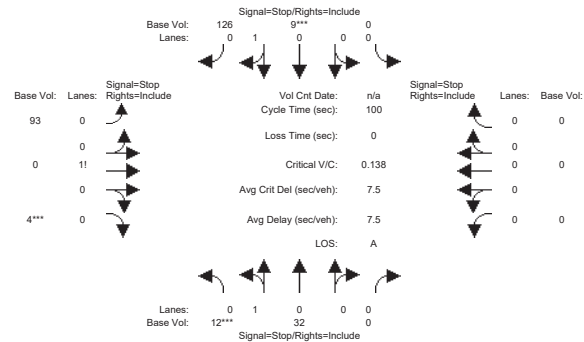
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
04 PM Background

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	12	32	0	0	9	126	93	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	32	0	0	9	126	93	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	32	0	0	9	126	93	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	32	0	0	9	126	93	0	4	0	0	0
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:	12	32	0	0	9	126	93	0	4	0	0	0
----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	0.00	0.00	0.07	0.93	0.96	0.00	0.04	0.00	0.00	0.00
Final Sat.:	223	595	0	0	65	911	759	0	33	0	0	0
----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	xxxx	xxxx	0.14	0.14	0.12	xxxx	0.12	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.5	7.5	0.0	0.0	7.2	7.2	8.0	0.0	8.0	0.0	0.0	0.0
Delay Adj:	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:	7.5	7.5	0.0	0.0	7.2	7.2	8.0	0.0	8.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	A	*	*	*
ApproachDel:	7.5	7.5			7.2	7.2	8.0		8.0			
Delay Adj:	1.00	1.00			1.00	1.00	1.00		1.00			
ApprAdjDel:	7.5	7.5			7.2	7.2	8.0		8.0			
LOS by Appr:	A	A			A	A	A		A	*		
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0
Note: Queue reported is the number of cars per lane.												

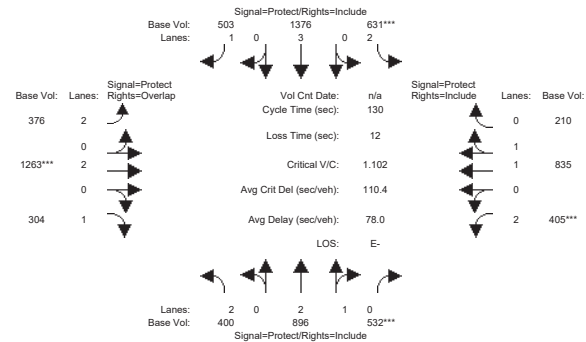
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave									
Base Volume Alternative: Peak Hour Warrant NOT Met									
Approach:	North Bound		South Bound		East Bound		West Bound		

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: El Camino Real / Page Mill Rd

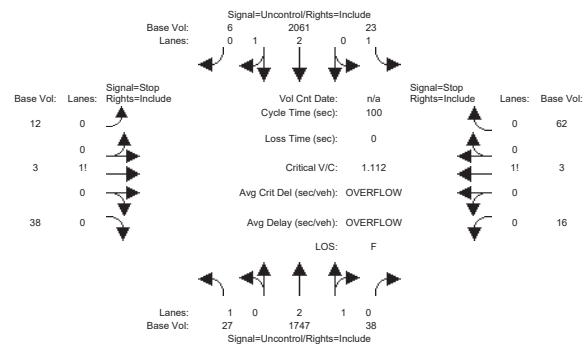


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	400	896	532	631	1376	503	376	1263	304	405	835	210
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:	400	896	532	631	1376	503	376	1263	304	405	835	210
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:	400	896	532	631	1376	503	376	1263	304	405	835	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	896	532	631	1376	503	376	1263	304	405	835	210
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:	400	896	532	631	1376	503	376	1263	304	405	835	210
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.94	0.87	0.79	1.00	0.78	0.79	1.00	0.78	0.79	0.97	0.89
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.57	0.43
Final Sat.:	2992	3587	1652	2992	5700	1488	2992	3800	1488	2992	2895	728
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.13	0.25	0.32	0.21	0.24	0.34	0.13	0.33	0.20	0.14	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.8	38.0	38.0	24.9	45.0	45.0	16.7	39.2	57.0	16.0	38.4	38.4
Volume/Cap:	0.98	0.86	1.10	1.10	0.70	0.98	0.98	1.10	0.47	1.10	0.98	0.98
Delay/Veh:	93.9	48.0	104.0	121.3	37.7	75.3	95.7	105	26.3	134.5	67.1	67.1
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:	93.9	48.0	104.0	121.3	37.7	75.3	95.7	105	26.3	134.5	67.1	67.1
LOS by Move:	F	D	F	F	D+	E-	F	F	C	F	E	E
HCM2kAvgQ:	11	18	31	23	16	27	13	36	9	14	25	25
Note: Queue reported is the number of cars per lane.												

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #5: El Camino Real / Olive Ave



Street Name:	El Camino Real						Olive 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:	27	1747	38	23	2061	6	12	3	38	16	3	62
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:	27	1747	38	23	2061	6	12	3	38	16	3	62
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:	27	1747	38	23	2061	6	12	3	38	16	3	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	27	1747	38	23	2061	6	12	3	38	16	3	62
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	2067	xxxx	xxxxxx	1785	xxxx	xxxxxx	2748	3949	690	2555	3933	601
Potent Cap.:	274	xxxx	xxxxxx	352	xxxx	xxxxxx	10	3	392	14	3	448
Move Cap.:	274	xxxx	xxxxxx	352	xxxx	xxxxxx	0	3	392	0	3	448
Volume/Cap:	0.10	xxxx	xxxxxx	0.07	xxxx	xxxxxx	xxxx	1.11	0.10	xxxx	1.08	0.14

Level Of Service Module:									
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	19.6	xxxx	xxxxxx	15.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shrd ConDel:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

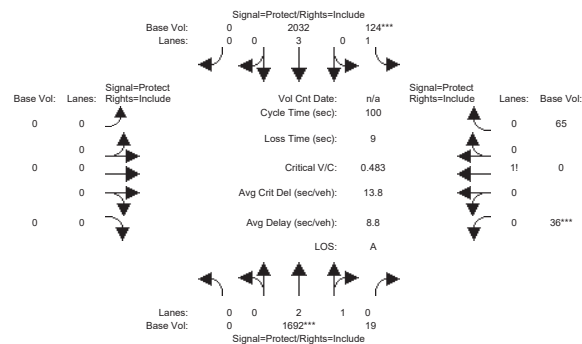
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Background Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #6: El Camino Real / Portage Ave



Street Name:	El Camino Real						Portage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1692	19	124	2032	0	0	0	0	36	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1692	19	124	2032	0	0	0	0	36	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1692	19	124	2032	0	0	0	0	36	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1692	19	124	2032	0	0	0	0	36	0	65
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:	0	1692	19	124	2032	0	0	0	0	36	0	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.96	0.04	1.00	3.00	0.00	0.00	0.00	0.00	0.36	0.00	0.64
Final Sat.:	0	5620	63	1663	5700	0	0	0	0	560	0	1011

Capacity Analysis Module:									
Vol/Sat:	0.00	0.30	0.30	0.07	0.36	0.00	0.00	0.00	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.3	62.3	15.4	77.7	0.0	0.0	0.0	13.3
Volume/Cap:	0.00	0.48	0.48	0.48	0.46	0.00	0.00	0.00	0.48
Delay/Veh:	0.0	10.3	10.3	40.1	3.9	0.0	0.0	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	10.3	40.1	3.9	0.0	0.0	0.0	41.9
LOS by Move:	A	B+	B+	D	A	A	A	A	D
HCM2kAvgQ:	0	9	9	4	7	0	0	0	4

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

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

Signal=Uncontrol/Rights=Include

Base Vol: Lanes: 0 0 2 1 0

2068 24 0

Signal=Stop Rights=Include

Base Vol: Lanes: 0 0

Vol Cnt Date: n/a

Cycle Time (sec): 100

Loss Time (sec): 0

Critical V/C: 1.535

Avg Crit Del (sec/veh): 16.0

Avg Delay (sec/veh): 16.0

LOS: F

Signal=Stop Rights=Include

Lanes: Base Vol: 0 91

0 0

11 0

0 42

```

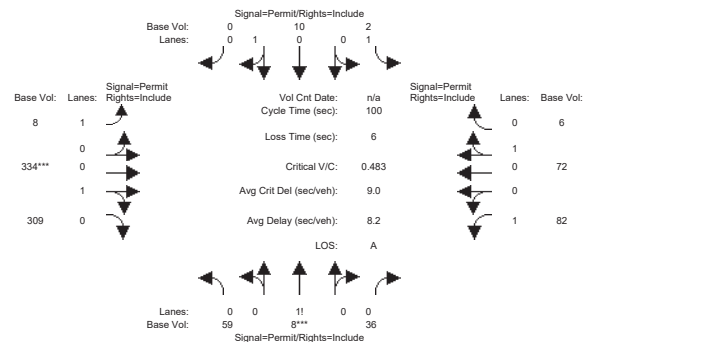
Note: Queue reported is the number of cars per lane.
      Peak Hour Delay Signal Warrant Report
*****
Intersection #7 El Camino Real / Lambert Ave
Base Volume Alternative: Peak Hour Warrant Met
-----|-----|-----|-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L   -   T   -   R   L   -   T   -   R   L   -   T   -   R   L   -   T   -   R

```

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	59	8	36	2	10	0	8	334	309	82	72	6
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:	59	8	36	2	10	0	8	334	309	82	72	6
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:	59	8	36	2	10	0	8	334	309	82	72	6
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	8	36	2	10	0	8	334	309	82	72	6
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
Final Volume:	59	8	36	2	10	0	8	334	309	82	72	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.79	0.73	0.82	1.00	0.92	0.65	0.93	0.85	0.34	0.99	0.91
Lanes:	0.58	0.07	0.35	1.00	1.00	0.00	1.00	0.50	0.50	1.00	0.92	0.08
Final Sat.:	795	108	485	1554	1900	0	1236	880	814	644	1721	143

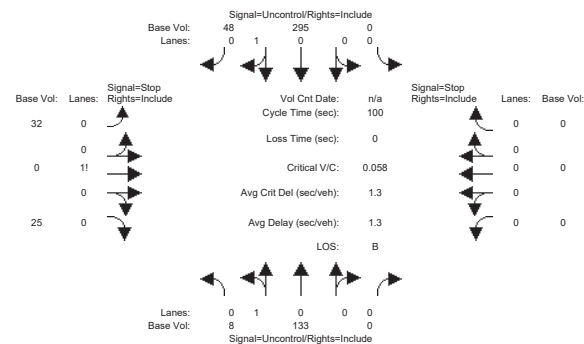
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.01	0.00	0.01	0.38	0.38	0.13	0.04	0.04
Crit Moves:												
Green Time:	15.4	15.4	15.4	15.4	15.4	0.0	78.6	78.6	78.6	78.6	78.6	78.6
Volume/Cap:	0.48	0.48	0.48	0.01	0.03	0.00	0.01	0.48	0.48	0.16	0.05	0.05
Delay/Veh:	40.4	40.4	40.4	35.9	36.0	0.0	2.3	4.0	4.0	2.8	2.4	2.4
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:	40.4	40.4	40.4	35.9	36.0	0.0	2.3	4.0	4.0	2.8	2.4	2.4
LOS by Move:	D	D	D	D+	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	7	7	1	1	1

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

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
05 AM Cumulative

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	8	133	0	0	295	48	32	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	133	0	0	295	48	32	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	133	0	0	295	48	32	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	8	133	0	0	295	48	32	0	25	0	0	0
Critical Gap Module:												
Critical Gap:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	343	xxxx	xxxxx	xxxxx	xxxx	xxxxx	468	468	319	xxxx	xxxx	xxxxx
Potent Cap.:	1227	xxxx	xxxxx	xxxxx	xxxx	xxxxx	557	496	726	xxxx	xxxx	xxxxx
Move Cap.:	1227	xxxx	xxxxx	xxxxx	xxxx	xxxxx	554	493	726	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.06	0.00	0.03	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	619	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxx	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

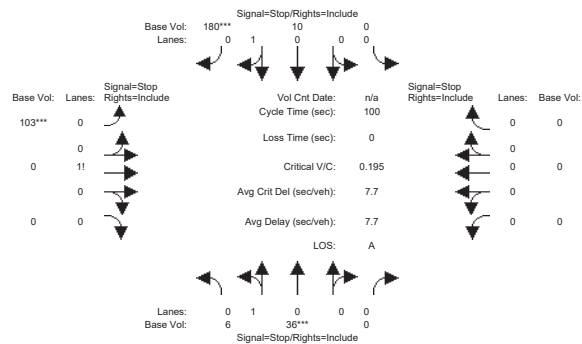
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
05 AM Cumulative

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	6	36	0	0	10	180	103	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	36	0	0	10	180	103	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	36	0	0	10	180	103	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	36	0	0	10	180	103	0	0	0	0	0
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:	6	36	0	0	10	180	103	0	0	0	0	0

Saturation Flow Module:	Park Blvd				Lambert Ave			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	0.05	0.95	1.00	0.00
Final Sat.:	115	692	0	0	51	923	764	0

Capacity Analysis Module:	Park Blvd				Lambert Ave			
Vol/Sat:	0.05	0.05	xxxx	xxxx	0.19	0.19	0.13	xxxx
Crit Moves:	****	****	****	****	****	****	****	****
Delay/Veh:	7.6	7.6	0.0	0.0	7.5	7.5	8.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.6	7.6	0.0	0.0	7.5	7.5	8.2	0.0
LOS by Move:	A	A	*	*	A	A	*	*
ApproachDel:	7.6	7.6	7.5	7.5	8.2	8.2	xxxxxx	xxxxxx
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	7.6	7.6	7.5	7.5	8.2	8.2	xxxxxx	xxxxxx
LOS by Appr:	A	A	A	A	A	A	*	*
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

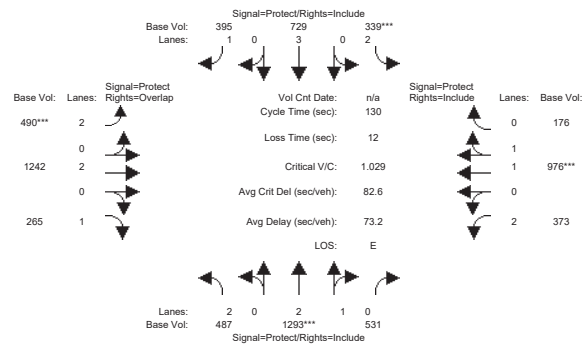
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: El Camino Real / Page Mill Rd

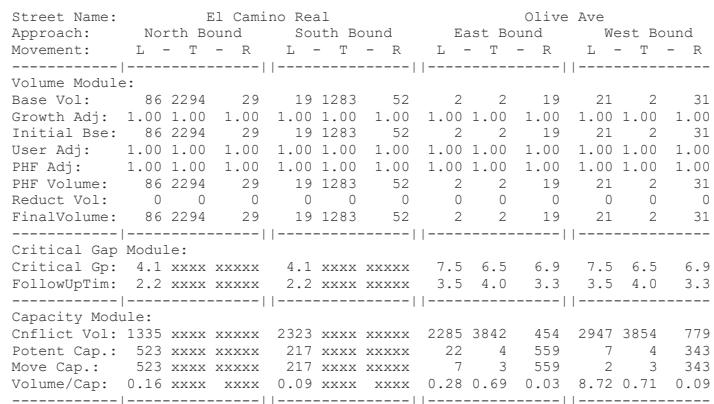


Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	487	1293	531	339	729	395	490	1242	265	373	976	176
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:	487	1293	531	339	729	395	490	1242	265	373	976	176
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:	487	1293	531	339	729	395	490	1242	265	373	976	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	1293	531	339	729	395	490	1242	265	373	976	176
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:	487	1293	531	339	729	395	490	1242	265	373	976	176

Saturation Flow Module:	El Camino Real				Page Mill Rd			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.88	0.79	1.00	0.78	0.79	0.98
Lanes:	2.00	2.07	0.93	2.00	3.00	1.00	2.00	2.00
Final Sat.:	2992	3769	1548	2992	5700	1488	2992	3800

Capacity Analysis Module:	El Camino Real				Page Mill Rd			
Vol/Sat:	0.16	0.34	0.34	0.11	0.13	0.27	0.16	0.33
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	21.9	43.3	43.3	14.3	35.7	35.7	20.7	43.7
Volume/Cap:	0.97	1.03	1.03	1.03	0.47	0.97	1.03	0.97
Delay/Veh:	85.1	72.7	72.7	115.2	39.4	82.1	103.7	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	72.7	72.7	115.2	39.4	82.1	103.7	61.4
LOS by Move:	F	E	E	F	D	F	F	E
HCM2kAvgQ:	13	30	30	13	8	22	17	30

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



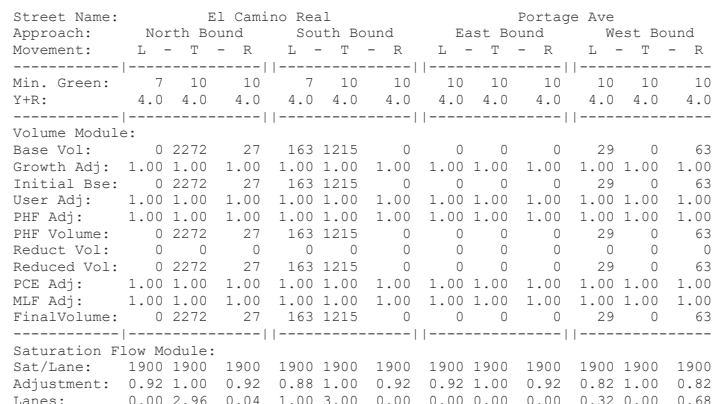
Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
Control Del:	13.2	xxxx	xxxxx	23.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxxx
LOS by Move:	B	*		C	*		*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	23	xxxxxx	xxxx	6	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	2.9	xxxxxx	xxxxxx	8.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	430	xxxxxx	xxxxxx	5083	xxxxxx
Shared LOS:	*	*	*	*	*	*	F	*	*	F	*	*
ApproachDel:	xxxxxx			xxxxxx			429.9			5083.2		
ApproachLOS:	*			*			F			F		
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

Intersection #5 El Camino Real / Olive Ave

Base 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

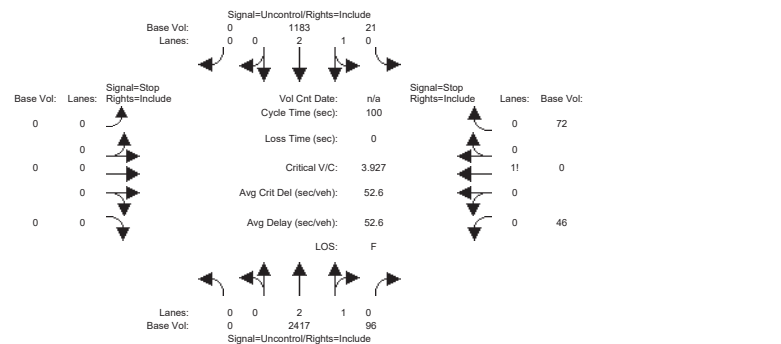


Final Sat.:	0	5616	67	1663	5700	0	0	0	0	493	0	1071
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.40	0.10	0.21	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****			****						****		
Green Time:	0.0	65.2	65.2	15.8	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.62	0.62	0.62	0.26	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	10.5	10.5	43.8	2.3	0.0	0.0	0.0	0.0	48.8	0.0	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	10.5	43.8	2.3	0.0	0.0	0.0	0.0	48.8	0.0	48.8
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	14	14	5	3	0	0	0	0	4	0	4
Note: Queue reported is the number of cars per lane.												

AM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
05 AM Cumulative

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	2417	96	21	1183	0	0	0	0	46	0	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2417	96	21	1183	0	0	0	0	46	0	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2417	96	21	1183	0	0	0	0	46	0	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2417	96	21	1183	0	0	0	0	46	0	72

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2513	xxxx	xxxxx	xxxx	xxxx	xxxxx	2901	3690	854
Potent Cap.:	xxxx	xxxx	xxxxx	183	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	5	306
Move Cap.:	xxxx	xxxx	xxxxx	183	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	4	306
Volume/Cap:	xxxx	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	xxxx	xxxxx	3.93	0.00	0.24

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxxx	xxxxx	27.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	28	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	14.3	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	27.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxxx	1706	xxxxx
Shared LOS:	*	*	*	D	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1705.8		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

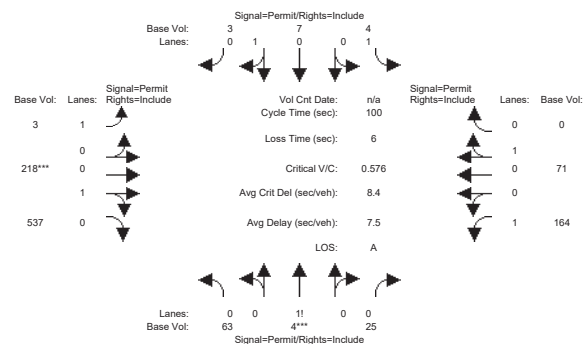
Base Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #1: Park Blvd / Page Mill Rd



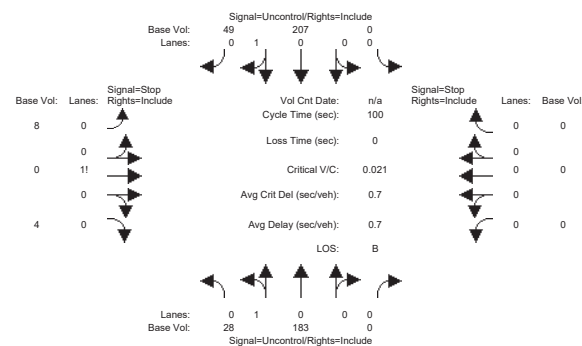
Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	63	4	25	4	7	3	3	218	537	164	71	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	4	25	4	7	3	3	218	537	164	71	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	4	25	4	7	3	3	218	537	164	71	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	4	25	4	7	3	3	218	537	164	71	0
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
Final Volume:	63	4	25	4	7	3	3	218	537	164	71	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.75	0.69	0.78	0.96	0.88	0.65	0.89	0.82	0.30	1.00	0.92
Lanes:	0.69	0.04	0.27	1.00	0.68	0.32	1.00	0.27	0.73	1.00	1.00	0.00
Final Sat.:	906	57	359	1491	1238	531	1244	462	1137	571	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.01	0.01	0.00	0.47	0.47	0.29	0.04	0.00
Crit Moves:												
Green Time:	12.1	12.1	12.1	12.1	12.1	12.1	81.9	81.9	81.9	81.9	81.9	0.0
Volume/Cap:	0.58	0.58	0.58	0.02	0.05	0.05	0.00	0.58	0.58	0.35	0.05	0.00
Delay/Veh:	46.7	46.7	46.7	38.8	39.0	39.0	1.6	3.7	3.7	2.7	1.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.7	46.7	46.7	38.8	39.0	39.0	1.6	3.7	3.7	2.7	1.7	0.0
LOS by Move:	D	D	D	D+	D+	D+	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	8	8	2	0	0

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

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
06 PM Cumulative

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	28	183	0	0	0	207	49	8	0	4	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	183	0	0	0	207	49	8	0	4	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	183	0	0	0	207	49	8	0	4	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	28	183	0	0	0	207	49	8	0	4	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	256	xxxx	xxxxx	xxxxx	xxxx	xxxxx	471	471	232	xxxx	xxxx	xxxxx
Potent Cap.:	1321	xxxx	xxxxx	xxxxx	xxxx	xxxxx	555	494	813	xxxx	xxxx	xxxxx
Move Cap.:	1321	xxxx	xxxxx	xxxxx	xxxx	xxxxx	546	484	813	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.01	0.00	0.00	xxxx	xxxx	xxxxx
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	613	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.0	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.0	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

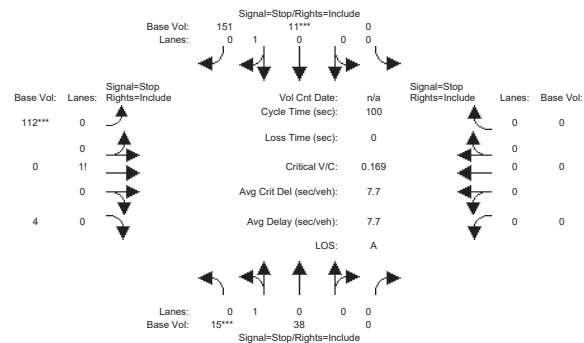
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
06 PM Cumulative

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	15	38	0	0	11	151	112	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	38	0	0	11	151	112	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	38	0	0	11	151	112	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	38	0	0	11	151	112	0	4	0	0	0
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:	15	38	0	0	11	151	112	0	4	0	0	0
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.28	0.72	0.00	0.00	0.07	0.93	0.97	0.00	0.03	0.00	0.00	0.00
Final Sat.:	227	575	0	0	65	893	748	0	27	0	0	0

Capacity Analysis Module:	Park Blvd				Lambert Ave			
Vol/Sat:	0.07	0.07	xxxx	xxxx	0.17	0.17	0.15	xxxx
Crit Moves:	****	****	****	****	****	****	****	****
Delay/Veh:	7.7	7.7	0.0	0.0	7.4	7.4	8.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.7	7.7	0.0	0.0	7.4	7.4	8.2	0.0
LOS by Move:	A	A	*	*	A	A	*	*
ApproachDel:	7.7	7.7	0.0	0.0	7.4	7.4	8.2	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	7.7	7.7	0.0	0.0	7.4	7.4	8.2	0.0
LOS by Appr:	A	A	*	*	A	A	*	*
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.2	0.2	0.2	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

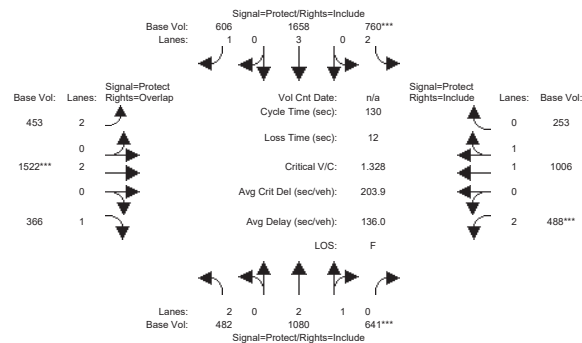
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #4: 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	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	482	1080	641	760	1658	606	453	1522	366	488	1006	253
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:	482	1080	641	760	1658	606	453	1522	366	488	1006	253
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:	482	1080	641	760	1658	606	453	1522	366	488	1006	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1080	641	760	1658	606	453	1522	366	488	1006	253
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:	482	1080	641	760	1658	606	453	1522	366	488	1006	253

Saturation Flow Module:										
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.94	0.87	0.79	1.00	0.78	0.79	1.00	0.78	0.79
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00
Final Sat.:	2992	3587	1652	2992	5700	1488	2992	3800	1488	2992

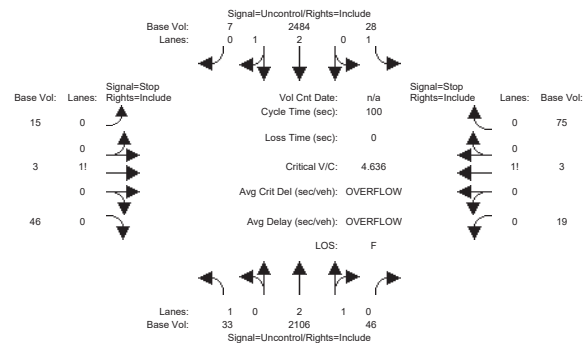
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.39	0.25	0.29	0.41	0.15	0.40	0.25	0.16	0.35	0.35
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.8	38.0	38.0	24.9	45.0	45.0	16.7	39.2	57.0	16.0	38.4	38.4
Volume/Cap:	1.18	1.03	1.33	1.33	0.84	1.18	1.18	1.33	0.56	1.33	1.18	1.18
Delay/Veh:	158.1	76.3	199.1	212.0	42.5	140.6	159.6	199	28.3	222.4	135	134.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.1	76.3	199.1	212.0	42.5	140.6	159.6	199	28.3	222.4	135	134.8
LOS by Move:	F	E	F	F	D	F	F	F	C	F	F	F
HCM2kAvgQ:	17	26	48	34	22	41	19	55	12	21	38	38
Note: Queue reported is the number of cars per lane.												

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

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
06 PM Cumulative

Intersection #5: El Camino Real / Olive Ave



Street Name:	El Camino Real						Olive 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:	33	2106	46	28	2484	7	15	3	46	19	3	75
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:	33	2106	46	28	2484	7	15	3	46	19	3	75
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:	33	2106	46	28	2484	7	15	3	46	19	3	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	33	2106	46	28	2484	7	15	3	46	19	3	75

Critical Gap Module:									
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3

Capacity Module:									
Cnflct Vol:	2491	xxxx	xxxxxx	2152	xxxx	xxxxxx	3313	4762	832
Potent Cap.:	187	xxxx	xxxxxx	254	xxxx	xxxxxx	3	1	317
Move Cap.:	187	xxxx	xxxxxx	254	xxxx	xxxxxx	0	1	317
Volume/Cap:	0.18	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	4.64	0.15

Level Of Service Module:									
2Way95thQ:	0.6	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	28.4	xxxx	xxxxxx	20.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*

Note: Queue reported is the number of cars per lane.
Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

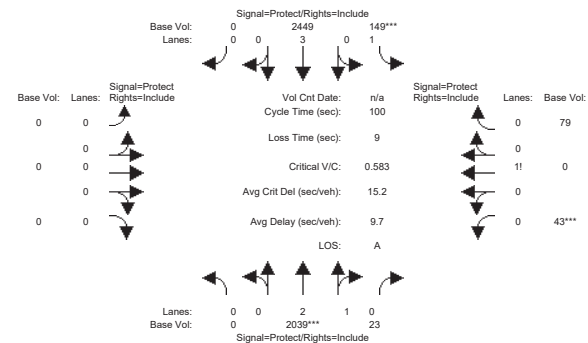
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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

Intersection #6: El Camino Real / Portage Ave



Street Name:			El Camino Real			Portage Ave								
Approach:			North Bound			South Bound			East Bound			West Bound		
Movement:			L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:			7	10	10	7	10	10	10	10	10	10	10	10
Y+R:			4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:														
Base Vol:			0	2039	23	149	2449	0	0	0	0	43	0	79
Growth Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:			0	2039	23	149	2449	0	0	0	0	43	0	79
User Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.83
Lanes:	0.00	2.96	0.04	1.00	3.00	0.00	0.00	0.00	0.65
Final Sat.:	0	5620	63	1663	5700	0	0	0	1017

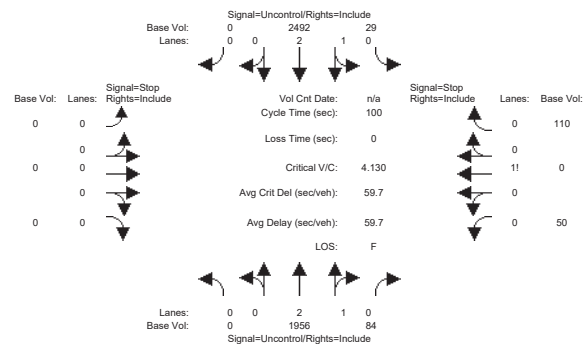
Capacity Analysis Module:									
Vol/Sat:	0.00	0.36	0.36	0.09	0.43	0.00	0.00	0.00	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****
Green Time:	0.0	62.3	62.3	15.4	77.7	0.0	0.0	0.0	13.3
Volume/Cap:	0.00	0.58	0.58	0.58	0.55	0.00	0.00	0.00	0.58
Delay/Veh:	0.0	11.4	11.4	42.7	4.5	0.0	0.0	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	11.4	11.4	42.7	4.5	0.0	0.0	0.0	44.9
LOS by Move:	A	B+	B+	D	A	A	A	A	D
HCM2kAvgQ:	0	13	13	4	9	0	0	0	5

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

PM Peak Hour - Cumulative Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
06 PM Cumulative

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	1956	84	29	2492	0	0	0	0	50	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1956	84	29	2492	0	0	0	0	50	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1956	84	29	2492	0	0	0	0	50	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1956	84	29	2492	0	0	0	0	50	0	110

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2040	xxxx	xxxxx	xxxx	xxxx	xxxxx	2887	4548	694
Potent Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	1	390
Move Cap.:	xxxx	xxxx	xxxxx	280	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	1	390
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxxx	4.13	0.00	0.28

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	36	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	18.7	xxxxx	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1759	xxxxx	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1759.0	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

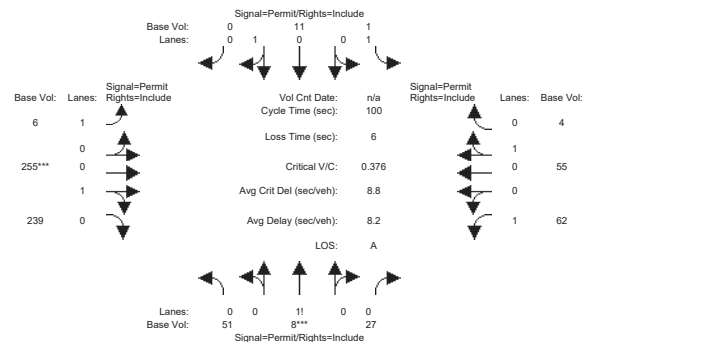
Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
07 AM Ex. Proj

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	51	8	27	1	11	0	6	255	239	62	55	4
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:	51	8	27	1	11	0	6	255	239	62	55	4
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:	51	8	27	1	11	0	6	255	239	62	55	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	8	27	1	11	0	6	255	239	62	55	4
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
Final Volume:	51	8	27	1	11	0	6	255	239	62	55	4
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.80	0.73	0.84	1.00	0.92	0.66	0.93	0.85	0.41	0.99	0.91
Lanes:	0.60	0.09	0.31	1.00	1.00	0.00	1.00	0.50	0.50	1.00	0.93	0.07
Final Sat.:	831	130	440	1589	1900	0	1260	873	818	779	1743	127

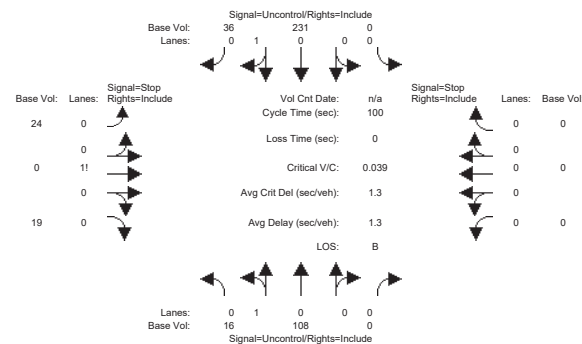
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.01	0.00	0.00	0.29	0.29	0.08	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.3	16.3	16.3	16.3	16.3	0.0	77.7	77.7	77.7	77.7	77.7	77.7
Volume/Cap:	0.38	0.38	0.38	0.00	0.04	0.00	0.01	0.38	0.38	0.10	0.04	0.04
Delay/Veh:	38.3	38.3	38.3	35.0	35.3	0.0	2.5	3.7	3.7	2.8	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.3	38.3	38.3	35.0	35.3	0.0	2.5	3.7	3.7	2.8	2.6	2.6
LOS by Move:	D+	D+	D+	D+	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	5	5	1	0	0

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

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
07 AM Ex. Proj

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	16	108	0	0	231	36	24	0	19	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	108	0	0	231	36	24	0	19	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	108	0	0	231	36	24	0	19	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	16	108	0	0	231	36	24	0	19	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	267	xxxx	xxxxx	xxxxx	xxxx	xxxxx	389	389	249	xxxx	xxxx	xxxxx
Potent Cap.:	1308	xxxx	xxxxx	xxxxx	xxxx	xxxxx	619	549	795	xxxx	xxxx	xxxxx
Move Cap.:	1308	xxxx	xxxxx	xxxxx	xxxx	xxxxx	613	542	795	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.04	0.00	0.02	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.6	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxxx	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.6	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	xxxxxx	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

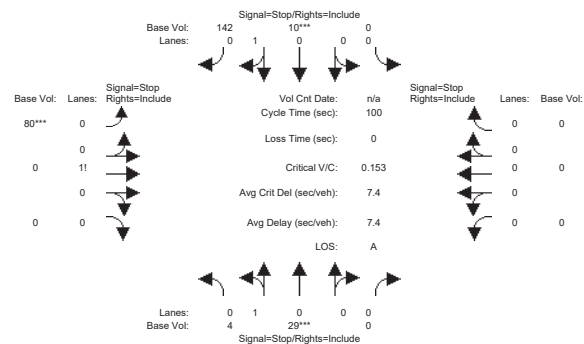
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
07 AM Ex. Proj

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	4	29	0	0	10	142	80	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	29	0	0	10	142	80	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	29	0	0	10	142	80	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	29	0	0	10	142	80	0	0	0	0	0
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:	4	29	0	0	10	142	80	0	0	0	0	0

Saturation Flow Module:	Park Blvd				Lambert Ave			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.88	0.00	0.00	0.07	0.93	1.00	0.00
Final Sat.:	101	731	0	0	65	929	784	0

Capacity Analysis Module:	Park Blvd				Lambert Ave			
Vol/Sat:	0.04	0.04	xxxx	xxxx	0.15	0.15	0.10	xxxx
Crit Moves:	****	****	****	****	****	****	****	****
Delay/Veh:	7.4	7.4	0.0	0.0	7.2	7.2	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.4	7.4	0.0	0.0	7.2	7.2	7.9	0.0
LOS by Move:	A	A	*	*	A	A	*	*
ApproachDel:	7.4	7.4	0.0	0.0	7.2	7.2	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	7.4	7.4	0.0	0.0	7.2	7.2	7.9	0.0
LOS by Appr:	A	A	*	*	A	A	*	*
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.2	0.2	0.1	0.1

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

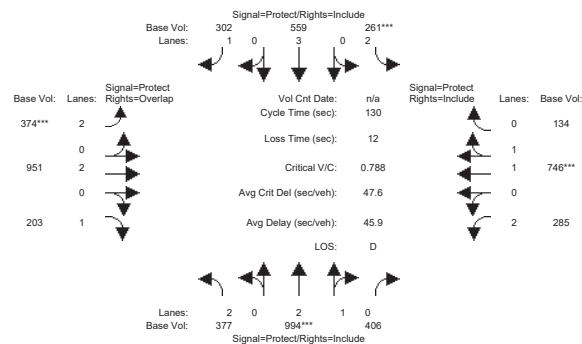
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound	
-----------	-------------	--	-------------	--	------------	--	------------	--

AM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
07 AM Ex. Proj

Intersection #4: El Camino Real / Page Mill Rd



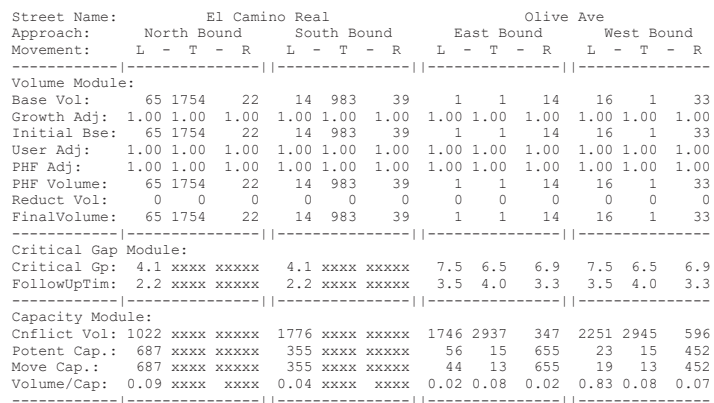
Street Name:	El Camino Real						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	377	994	406	261	559	302	374	951	203	285	746	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	994	406	261	559	302	374	951	203	285	746	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	994	406	261	559	302	374	951	203	285	746	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	994	406	261	559	302	374	951	203	285	746	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	377	994	406	261	559	302	374	951	203	285	746	134

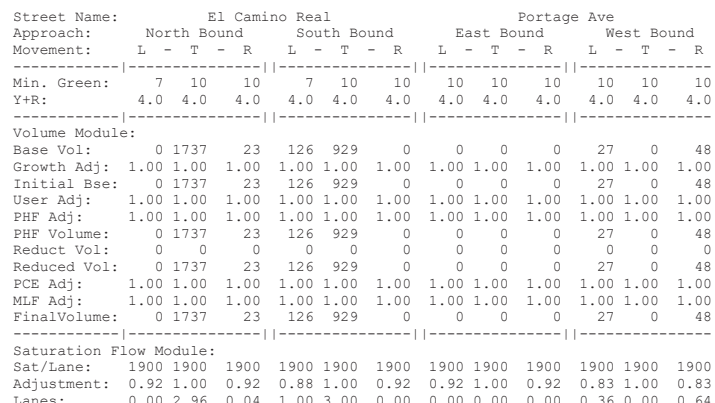
Saturation Flow Module:	El Camino Real				Page Mill Rd			
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.88	0.79	1.00	0.78	0.79	1.00
Lanes:	2.00	2.08	0.92	2.00	3.00	1.00	2.00	2.00
Final Sat.:	2992	3779	1544	2992	5700	1488	2992	3800

Capacity Analysis Module:	El Camino Real				Page Mill Rd			
Vol/Sat:	0.13	0.26	0.26	0.09	0.10	0.20	0.12	0.25
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	22.1	43.4	43.4	14.4	35.7	35.7	20.6	43.6
Volume/Cap:	0.74	0.79	0.79	0.79	0.36	0.74	0.79	0.75
Delay/Veh:	56.9	41.6	41.6	68.2	38.1	50.0	61.2	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	41.6	41.6	68.2	38.1	50.0	61.2	40.7
LOS by Move:	E+	D	D	E	D+	D	E	D
HCM2kAvgQ:	9	17	17	8	6	13	11	18

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



Level of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.8	xxxx	xxxxxx	15.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*		C	*		*	*		*	*	
Movement:	LT - LTR	* RT		LT - LTR	* RT		LT - LTR	* RT		LT - LTR	* RT	
Shared Cap:	xxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	134	xxxxxx	xxxx	51	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	0.4	xxxxxx	xxxxxx	4.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	35.5	xxxxxx	xxxxxx	246	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	E	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx				35.5			245.7	
ApproachLOS:	*			*				E			F	
Note: Queue reported is the number of cars per lane.												



Final Sat.:	0	508	74	1663	5700	0	0	0	0	565	0	1005
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.08	0.16	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.0	65.1	65.1	15.9	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.48	0.48	0.48	0.20	0.00	0.00	0.00	0.00	0.48	0.00	0.48
Delay/Veh:	0.0	8.9	8.9	39.6	2.2	0.0	0.0	0.0	0.0	44.8	0.0	44.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	8.9	39.6	2.2	0.0	0.0	0.0	0.0	44.8	0.0	44.8
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	4	2	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
07 AM Ex Proj

Diagram illustrating a four-lane intersection with a central roundabout. The intersection has four approach lanes: two through lanes (left and right) and two turn lanes (left and right). The central roundabout has four exit lanes. The diagram shows traffic flow with arrows and lane numbers. The top approach has a 'Signal=Uncontrol/Rights=Include' and 'Base Vol: Lanes: 0 0 2 1 16 0'. The left approach has a 'Signal=Stop Rights=Include' and 'Base Vol: Lanes: 0 0'. The right approach has a 'Signal=Stop Rights=Include' and 'Base Vol: Lanes: 0 0'. The bottom approach has a 'Signal=Uncontrol/Rights=Include' and 'Base Vol: Lanes: 0 0 1850 1 75'. The central roundabout has a 'Vol Cnt Date: n/a', 'Cycle Time (sec): 100', 'Loss Time (sec): 0', 'Critical V/C: 1.102', 'Avg Crit Del (sec/veh): 9.0', 'Avg Delay (sec/veh): 9.0', and 'LOS: F'.

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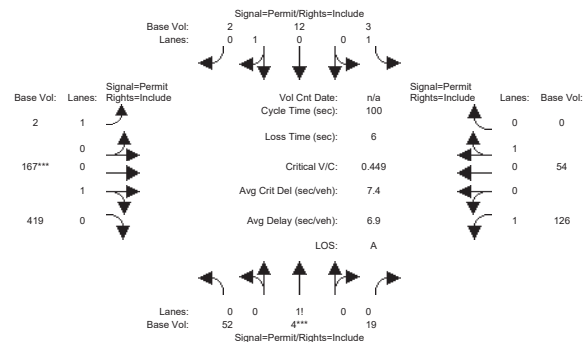
Note: Queue reported is the number of cars per lane.
      Peak Hour Delay Signal Warrant Report
*****
Intersection #7 El Camino Real / Lambert Ave
*****
Base Volume Alternative: Peak Hour Warrant NOT Met
-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L   T   R   L   T   R   L   T   R   L   T   R

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PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
08 PM Ex. Proj

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	52	4	19	3	12	2	2	167	419	126	54	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	4	19	3	12	2	2	167	419	126	54	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	4	19	3	12	2	2	167	419	126	54	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	4	19	3	12	2	2	167	419	126	54	0
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:	52	4	19	3	12	2	2	167	419	126	54	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.76	0.70	0.80	0.98	0.90	0.67	0.89	0.82	0.38	1.00	0.92
Lanes:	0.70	0.05	0.25	1.00	0.85	0.15	1.00	0.27	0.73	1.00	1.00	0.00
Final Sat.:	931	72	340	1521	1575	263	1267	456	1143	714	1900	0

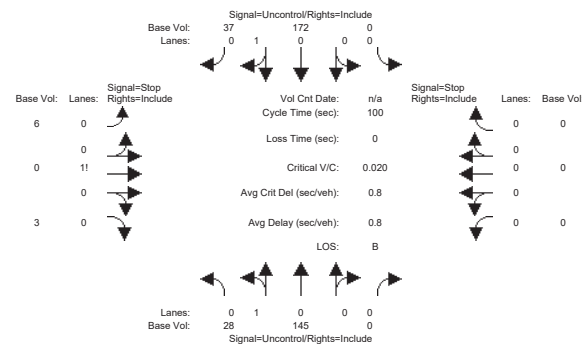
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.01	0.01	0.00	0.37	0.37	0.18	0.03	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.4	12.4	12.4	12.4	12.4	12.4	81.6	81.6	81.6	81.6	81.6	0.0
Volume/Cap:	0.45	0.45	0.45	0.02	0.06	0.06	0.00	0.45	0.45	0.22	0.03	0.00
Delay/Veh:	42.5	42.5	42.5	38.5	38.8	38.8	1.7	2.9	2.9	2.2	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	42.5	42.5	38.5	38.8	38.8	1.7	2.9	2.9	2.2	1.8	0.0
LOS by Move:	D	D	D	D+	D+	D+	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	5	5	1	0	0

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

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
08 PM Ex. Proj

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	28	145	0	0	172	37	6	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	145	0	0	172	37	6	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	145	0	0	172	37	6	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	28	145	0	0	172	37	6	0	3	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	209	xxxx	xxxxx	xxxxx	xxxx	xxxxx	392	392	191	xxxx	xxxx	xxxxx
Potent Cap.:	1374	xxxx	xxxxx	xxxxx	xxxx	xxxxx	617	547	856	xxxx	xxxx	xxxxx
Move Cap.:	1374	xxxx	xxxxx	xxxxx	xxxx	xxxxx	607	536	856	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.01	0.00	0.00	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.0	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.4	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxx	xxxx	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

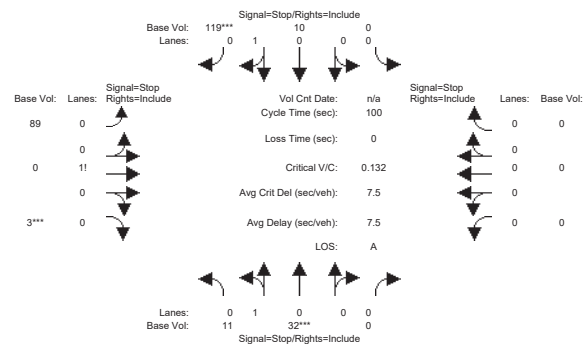
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
08 PM Ex. Proj

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	11	32	0	0	10	119	89	0	3	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	32	0	0	10	119	89	0	3	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	32	0	0	10	119	89	0	3	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	32	0	0	10	119	89	0	3	0	0	0
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:	11	32	0	0	10	119	89	0	3	0	0	0

Saturation Flow Module:	Park Blvd				Lambert Ave			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.74	0.00	0.00	0.08	0.92	0.07	0.00
Final Sat.:	211	613	0	0	76	903	768	0

Capacity Analysis Module:	Park Blvd				Lambert Ave			
Vol/Sat:	0.05	0.05	xxxx	xxxx	0.13	0.13	0.12	xxxx
Crit Moves:	****	****	****	****	****	****	****	****
Delay/Veh:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
LOS by Move:	A	A	*	*	A	A	*	*
ApproachDel:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
ApprAdjDel:	7.5	7.5	0.0	0.0	7.1	7.1	7.9	0.0
LOS by Appr:	A	A	*	*	A	A	*	*
AllWayAvgQ:	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.0

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

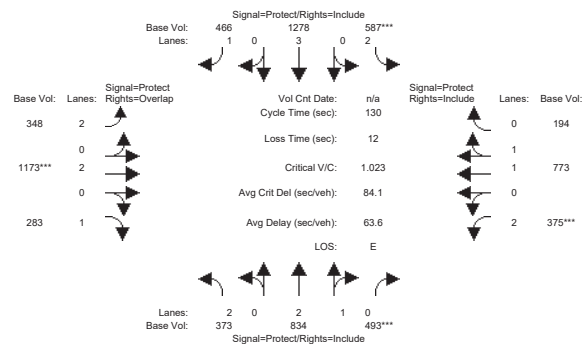
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound		South Bound		East Bound		West Bound	
-----------	-------------	--	-------------	--	------------	--	------------	--

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
08 PM Ex. Proj

Intersection #4: 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	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	373	834	493	587	1278	466	348	1173	283	375	773	194
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:	373	834	493	587	1278	466	348	1173	283	375	773	194
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:	373	834	493	587	1278	466	348	1173	283	375	773	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	834	493	587	1278	466	348	1173	283	375	773	194
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:	373	834	493	587	1278	466	348	1173	283	375	773	194

Saturation Flow Module:	El Camino Real				Page Mill Rd			
Adjustment:	0.79	0.94	0.87	0.79	1.00	0.78	0.79	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00
Final Sat.:	2992	3587	1652	2992	5700	1488	2992	3800

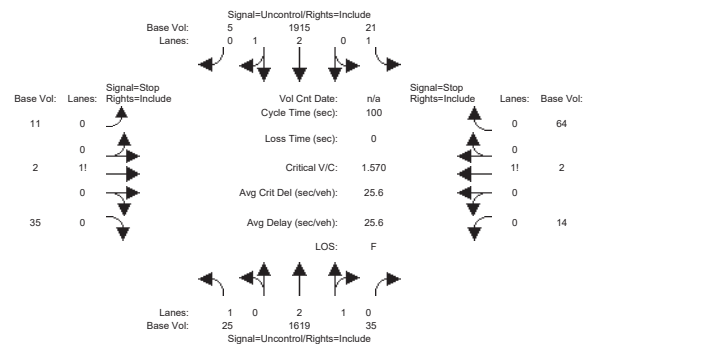
Capacity Analysis Module:	El Camino Real				Page Mill Rd			
Vol/Sat:	0.12	0.23	0.30	0.20	0.22	0.31	0.12	0.31
Crit Moves:	****	****	****	****	****	****	****	****
Green Time:	17.9	37.9	37.9	24.9	45.0	45.0	16.7	39.2
Volume/Cap:	0.91	0.80	1.02	1.02	0.65	0.91	0.90	1.02
Delay/Veh:	78.3	45.3	77.0	96.1	36.6	60.1	79.6	77.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	45.3	77.0	96.1	36.6	60.1	79.6	77.9
LOS by Move:	E-	D	E-	F	D+	E	E-	C
HCM2kAvgQ:	10	16	26	20	15	23	11	31

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

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
08 PM Ex. Proj

Intersection #5: El Camino Real / Olive Ave



Street Name:			El Camino Real			Olive 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:			25	1619	35	21	1915	5	11	2	35	14	2	64
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:			25	1619	35	21	1915	5	11	2	35	14	2	64
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:			25	1619	35	21	1915	5	11	2	35	14	2	64
Reduct Vol:			0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:			25	1619	35	21	1915	5	11	2	35	14	2	64
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Critical Gap Module:														
Critical Gp:			4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:			2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Capacity Module:														
Cnflct Vol:			1920	xxxx	xxxxxx	1654	xxxx	xxxxxx	2550	3664	641	2368	3649	557
Potent Cap.:			312	xxxx	xxxxxx	395	xxxx	xxxxxx	14	5	422	19	5	479
Move Cap.:			312	xxxx	xxxxxx	395	xxxx	xxxxxx	7	4	422	10	4	479
Volume/Cap:			0.08	xxxx	xxxxxx	0.05	xxxx	xxxxxx	1.57	0.46	0.08	1.38	0.45	0.13
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----														
Level of Service Module:														
2Way95thQ:			0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:			17.5	xxxx	xxxxxx	14.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:			C	*	*	B	*	*	*	*	*	*	*	*
Movement:			LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:			xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	23	xxxxxx	xxxx	41	xxxxxx
SharedQueue:			xxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxx	6.1	xxxxxx	xxxxxx	8.5	xxxxxx
Shrd ConDel:			xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	875	xxxxxx	xxxxxx	665	xxxxxx
Shared LOS:			*	*	*	*	*	*	*	F	*	F	F	*
ApproachDel:			xxxxxxx			xxxxxxx			875.3			665.2		
ApproachLOS:			*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

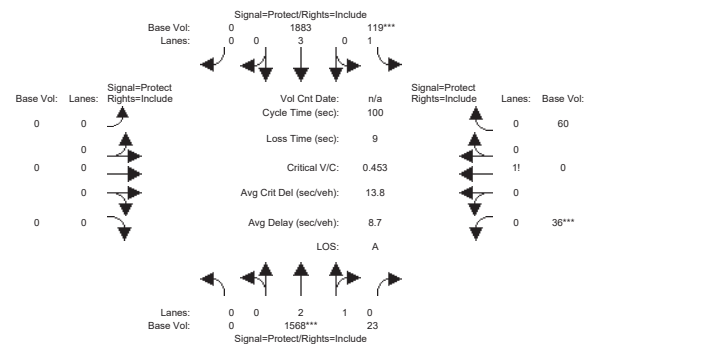
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
08 PM Ex. Proj

Intersection #6: El Camino Real / Portage Ave



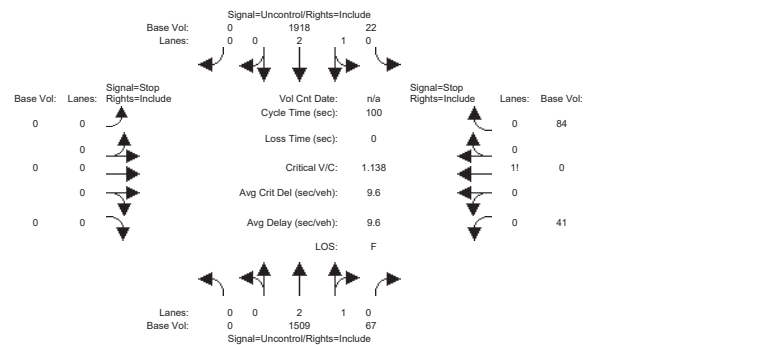
El Camino Real				Portage Ave								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	0	1568	23	119	1883	0	0	0	0	36	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1568	23	119	1883	0	0	0	0	36	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1568	23	119	1883	0	0	0	0	36	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1568	23	119	1883	0	0	0	0	36	0	60
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:	0	1568	23	119	1883	0	0	0	0	36	0	60
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	0.38	0.00	0.62
Final Sat.:	0	5599	82	1663	5700	0	0	0	0	590	0	984
----- ----- ----- ----- ----- ----- ----- ----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.28	0.07	0.33	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	61.8	61.8	15.8	77.5	0.0	0.0	0.0	0.0	13.5	0.0	13.5
Volume/Cap:	0.00	0.45	0.45	0.45	0.43	0.00	0.00	0.00	0.00	0.45	0.00	0.45
Delay/Veh:	0.0	10.2	10.2	39.4	3.8	0.0	0.0	0.0	0.0	41.4	0.0	41.4
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:	0.0	10.2	10.2	39.4	3.8	0.0	0.0	0.0	0.0	41.4	0.0	41.4
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	9	9	3	6	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

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

PM Peak Hour - Existing + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
08 PM Ex. Proj

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	1509	67	22	1918	0	0	0	0	41	0	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1509	67	22	1918	0	0	0	0	41	0	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1509	67	22	1918	0	0	0	0	41	0	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1509	67	22	1918	0	0	0	0	41	0	84

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	1576	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	2226	3505	537
Potent Cap.:	xxxx	xxxx	xxxxx	423	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	38	6	494
Move Cap.:	xxxx	xxxx	xxxxx	423	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	36	6	494
Volume/Cap:	xxxx	xxxx	xxxxx	0.05	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	1.14	0.00	0.17

Level of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Control Del:xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	*	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	96	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.9	xxxxx
Shrd ConDel:xxxxx	xxxx	xxxxx	xxxxx	14.0	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	276	xxxxx
Shared LOS:	*	*	*	B	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	276.1	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	F	*

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

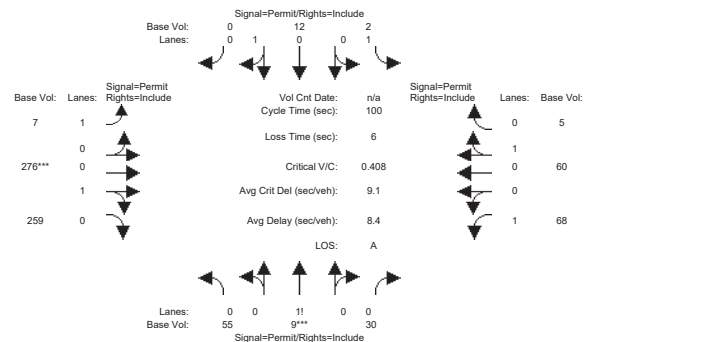
Base Volume Alternative: Peak Hour Warrant Met

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

AM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Project

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	55	9	30	2	12	0	7	276	259	68	60	5
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:	55	9	30	2	12	0	7	276	259	68	60	5
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:	55	9	30	2	12	0	7	276	259	68	60	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	9	30	2	12	0	7	276	259	68	60	5
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
Final Volume:	55	9	30	2	12	0	7	276	259	68	60	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.73	0.79	0.73	0.82	1.00	0.92	0.66	0.93	0.85	0.39	0.99	0.91
Lanes:	0.59	0.09	0.32	1.00	1.00	0.00	1.00	0.50	0.50	1.00	0.92	0.08
Final Sat.:	816	134	445	1567	1900	0	1252	872	819	739	1721	143

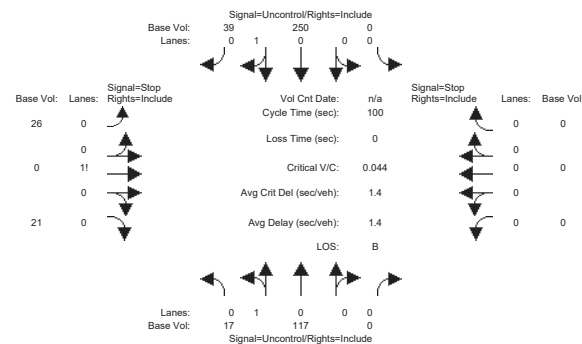
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.00	0.01	0.00	0.01	0.32	0.32	0.09	0.03	0.03
Crit Moves:	****											
Green Time:	16.5	16.5	16.5	16.5	16.5	0.0	77.5	77.5	77.5	77.5	77.5	77.5
Volume/Cap:	0.41	0.41	0.41	0.01	0.04	0.00	0.01	0.41	0.41	0.12	0.04	0.04
Delay/Veh:	38.6	38.6	38.6	34.9	35.1	0.0	2.5	3.9	3.9	2.9	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.6	38.6	38.6	34.9	35.1	0.0	2.5	3.9	3.9	2.9	2.6	2.6
LOS by Move:	D+	D+	D+	C-	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	5	5	1	0	0

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

AM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
09 AM Project

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	17	117	0	0	250	39	26	0	21	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	117	0	0	250	39	26	0	21	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	117	0	0	250	39	26	0	21	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	117	0	0	250	39	26	0	21	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	289	xxxx	xxxxx	xxxxx	xxxx	xxxxx	421	421	270	xxxx	xxxx	xxxxx
Potent Cap.:	1284	xxxx	xxxxx	xxxxx	xxxx	xxxxx	593	527	774	xxxx	xxxx	xxxxx
Move Cap.:	1284	xxxx	xxxxx	xxxxx	xxxx	xxxxx	587	520	774	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.04	0.00	0.03	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	658	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	10.9	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	10.9	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*	*

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

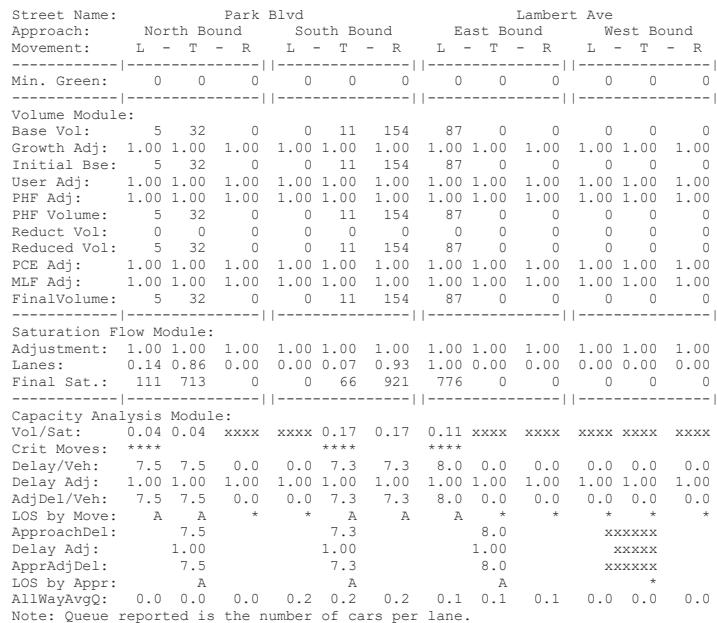
Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

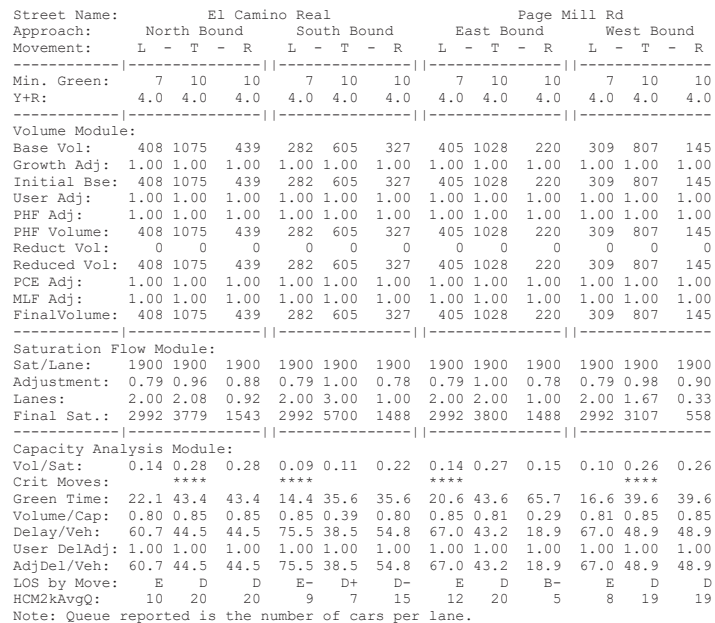
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
09 AM Project



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Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Project



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

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
09 AM Project

The diagram illustrates a four-lane intersection with the following details:

- Top Section (Approach 1):**
 - Base Vol: Lanes: 43 (0), 1063 (2), 0 (0), 16 (1)
 - Signal=Uncontrol/Rights=Include
 - Vol Cnt Date: n/a
 - Cycle Time (sec): 100
 - Loss Time (sec): 0
 - Critical V/C: 1.511
 - Avg Crit Del (sec/veh): 12.5
 - Avg Delay (sec/veh): 12.5
 - LOS: F
- Bottom Section (Approach 2):**
 - Base Vol: Lanes: 71 (1), 0 (0), 1897 (2), 24 (1), 0 (0)
 - Signal=Uncontrol/Rights=Include
- Left Side (Approach 3):**
 - Base Vol: Lanes: 2 (0), 0 (0), 2 (1), 0 (0), 16 (0)
 - Signal=Stop Rights=Include
- Right Side (Approach 4):**
 - Base Vol: Lanes: 0 (0), 35 (0), 11 (1), 2 (0), 0 (0), 18 (0)
 - Signal=Stop Rights=Include

Street Name:	El Camino Real						Olive 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:	71	1897	24	16	1063	43	2	2	16	18	2	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	1897	24	16	1063	43	2	2	16	18	2	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	1897	24	16	1063	43	2	2	16	18	2	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	71	1897	24	16	1063	43	2	2	16	18	2	35
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	1106	xxxx	xxxxxx	1921	xxxx	xxxxxx	1892	3180	376	2438	3189	644
Potent Cap:	639	xxxx	xxxxxx	312	xxxx	xxxxxx	44	11	627	17	10	420
Move Cap:	639	xxxx	xxxxxx	312	xxxx	xxxxxx	29	9	627	12	9	420
Volume/Cap:	0.11	xxxx	xxxx	0.05	xxxx	xxxx	0.07	0.23	0.03	1.51	0.23	0.08

Level of Service Module:												
2Way95thQ:	0.4	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	11.3	xxxx	xxxxx	17.2	xxxx	xxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT	LT - LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxxx	xxxx	xxxxxx	xxxxx	63	xxxxxx	xxxx	30	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxx	1.2	xxxxxx	xxxxxx	6.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxx	87.5	xxxxxx	xxxxxx	673	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx				87.5			673.0	
ApproachLOS:	*			*				F			F	
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

Base 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

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
09 AM Project

Base Vol: 0 0 0 0
Signal=Protect/Rights=Include
Vol Cnt Date: n/a
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.515
Avg Crit Del (sec/veh): 12.7
Avg Delay (sec/veh): 9.3
LOS: A

Base Vol: 0 0 0 0
Signal=Protect/Rights=Include
Vol Cnt Date: n/a
Cycle Time (sec): 100
Loss Time (sec): 9
Critical V/C: 0.515
Avg Crit Del (sec/veh): 12.7
Avg Delay (sec/veh): 9.3
LOS: A

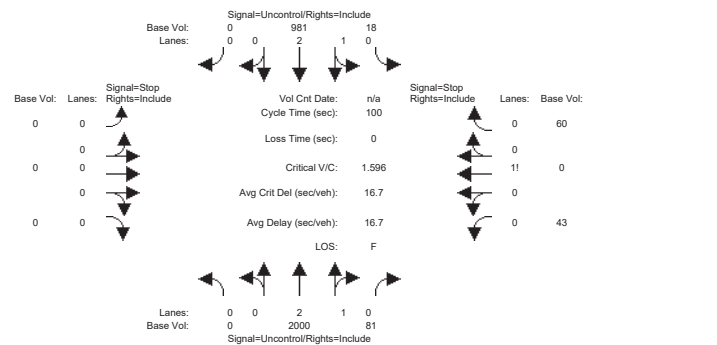
Street Name: El Camino Real				Portage Ave											
Approach: North Bound				South Bound				East Bound				West Bound			
Movement: L - T - R				L - T - R				L - T - R				L - T - R			
Min. Green: 7 10 10				7 10 10				10 10 10				10 10 10			
Y+R: 4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0			
Volume Module:															
Base Vol: 0 1878 25				137 1005 0				0 0 0				29 0 52			
Growth Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
Initial Bse: 0 1878 25				137 1005 0				0 0 0				29 0 52			
User Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Adj: 1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00			
PHF Volume: 0 1878 25				137 1005 0				0 0 0				29 0 52			
Reduct Vol: 0 0 0				0 0 0				0 0 0				0 0 0			
Reduced Vol: 0 1878 25				137 1005 0				0 0 0				29 0 52			
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: 0 1878 25				137 1005 0				0 0 0				29 0 52			
Saturation Flow Module:															
Sat/Lane: 1900 1900 1900				1900 1900 1900				1900 1900 1900				1900 1900 1900			
Adjustment: 0.92 1.00 0.92				0.88 1.00 0.92				0.92 1.00 0.92				0.83 1.00 0.83			
Lanes: 0.00 2.96 0.04				1.00 3.00 0.00				0.00 0.00 0.00				0.36 0.00 0.64			
Final Sat.: 0 5608 75				1663 5700 0				0 0 0				562 0 1007			

Capacity Analysis Module:												
Vel/Sat:	0.00	0.33	0.33	0.08	0.18	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Moves:	****			****						****		
Green Time:	0.00	65.0	65.0	16.0	81.0	0.0	0.0	0.0	0.0	10.0	0.0	10.0
Volume/Cap:	0.00	0.52	0.52	0.52	0.22	0.00	0.00	0.00	0.00	0.52	0.00	0.52
Delay/Veh:	0.0	9.3	9.3	40.2	2.2	0.0	0.0	0.0	0.0	45.6	0.0	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	9.3	40.2	2.2	0.0	0.0	0.0	0.0	45.6	0.0	45.6
LOS by Move:	A	A	A	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	4	2	0	0	0	0	3	0	3
Note: Queue reported is the number of cars per lane.												

AM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
09 AM Project

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	2000	81	18	981	0	0	0	0	43	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2000	81	18	981	0	0	0	0	43	0	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2000	81	18	981	0	0	0	0	43	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	2000	81	18	981	0	0	0	0	43	0	60

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2081	xxxx	xxxxx	xxxx	xxxx	xxxxx	2404	3058	707
Potent Cap.:	xxxx	xxxx	xxxxx	270	xxxx	xxxxx	xxxx	xxxx	xxxxx	28	13	382
Move Cap.:	xxxx	xxxx	xxxxx	270	xxxx	xxxxx	xxxx	xxxx	xxxxx	27	12	382
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	1.60	0.00	0.16

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	59	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	9.6	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	19.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	513	xxxxx
Shared LOS:	*	*	*	C	*	*	*	*	*	*	F	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	513.3		
ApproachLOS:	*	*	*	*	*	*	*	*	*	F		

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

Base Volume Alternative: Peak Hour Warrant Met

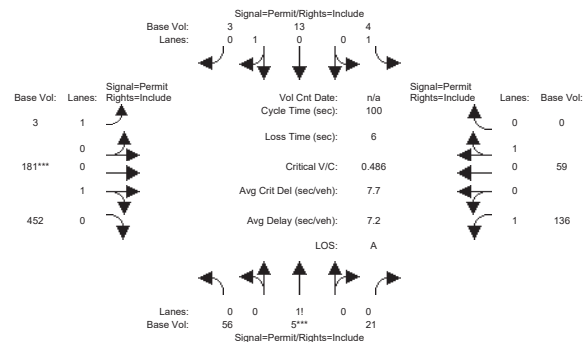
Approach: North Bound South Bound East Bound West Bound

Movement: L - T - R L - T - R L - T - R L - T - R

PM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Project

Intersection #1: Park Blvd / Page Mill Rd

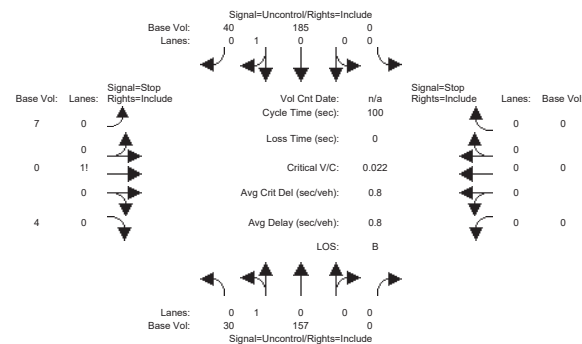


Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	56	5	21	4	13	3	3	181	452	136	59	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	5	21	4	13	3	3	181	452	136	59	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	5	21	4	13	3	3	181	452	136	59	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	5	21	4	13	3	3	181	452	136	59	0
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:	56	5	21	4	13	3	3	181	452	136	59	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.70	0.76	0.70	0.79	0.97	0.90	0.66	0.89	0.82	0.35	1.00	0.92
Lanes:	0.68	0.06	0.26	1.00	0.80	0.20	1.00	0.27	0.73	1.00	1.00	0.00
Final Sat.:	914	82	343	1505	1477	341	1260	457	1142	670	1900	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.00	0.01	0.01	0.00	0.40	0.40	0.20	0.03	0.00
Crit Moves:	****						****					
Green Time:	12.6	12.6	12.6	12.6	12.6	12.6	81.4	81.4	81.4	81.4	81.4	0.0
Volume/Cap:	0.49	0.49	0.49	0.02	0.07	0.07	0.00	0.49	0.49	0.25	0.04	0.00
Delay/Veh:	42.9	42.9	42.9	38.3	38.7	38.7	1.7	3.1	3.1	2.4	1.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.9	42.9	38.3	38.7	38.7	1.7	3.1	3.1	2.4	1.8	0.0
LOS by Move:	D	D	D	D+	D+	D+	A	A	A	A	A	A
HCM2kAvgQ:	3	3	3	0	0	0	0	6	6	1	0	0
Note: Queue reported is the number of cars per lane.												

PM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
10 PM Project

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	30	157	0	0	185	40	7	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	157	0	0	185	40	7	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	157	0	0	185	40	7	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	30	157	0	0	185	40	7	0	4	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	225	xxxx	xxxxx	xxxxx	xxxx	xxxxx	422	422	205	xxxx	xxxx	xxxxx
Potent Cap.:	1356	xxxx	xxxxx	xxxxx	xxxx	xxxxx	592	526	841	xxxx	xxxx	xxxxx
Move Cap.:	1356	xxxx	xxxxx	xxxxx	xxxx	xxxxx	582	514	841	xxxx	xxxx	xxxxx
Volume/Cap:	0.02	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.01	0.00	0.00	xxxx	xxxx	xxxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	655	xxxxxx	xxxxx	xxxx	xxxxx
SharedQueue:	0.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	0.1	xxxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	7.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxxx	10.6	xxxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	*	*	*	*
ApproachDel:	xxxxxx				xxxxxx			10.6		xxxxxx		
ApproachLOS:	*				*			B		*		
----- ----- ----- -----												

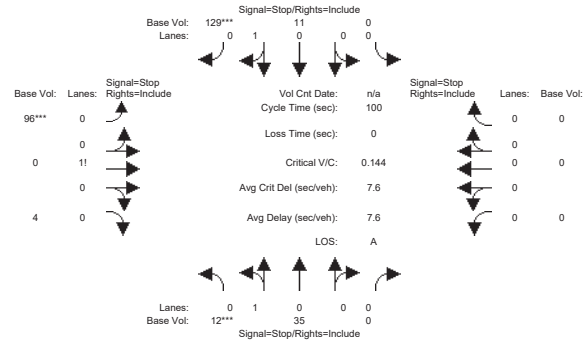
Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base 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

PM Peak Hour - Project Condition			
Local Transportation Analysis for 200 Portage Avenue			
City of Palo Alto			
Level Of Service Computation Report			
2000 HCM 4-Way Stop (Base Volume Alternative)			
10 PM Project			
Intersection #3: Park Blvd / Lambert Ave			



Park Blvd				Lambert Ave			
North Bound				South Bound			
East Bound				West Bound			
Approach:				Approach:			
Movement:				Movement:			
Min. Green:				Min. Green:			
Volume Module:				Volume Module:			
Base Vol:				Base Vol:			
Growth Adj:				Growth Adj:			
Initial Bse:				Initial Bse:			
User Adj:				User Adj:			
PHF Adj:				PHF Adj:			
PHF Volume:				PHF Volume:			
Reduct Vol:				Reduct Vol:			
Reduced Vol:				Reduced Vol:			
PCE Adj:				PCE Adj:			
MLF Adj:				MLF Adj:			
FinalVolume:				FinalVolume:			
Saturation Flow Module:				Saturation Flow Module:			
Adjustment:				Adjustment:			
Lanes:				Lanes:			
Final Sat.:				Final Sat.:			
Capacity Analysis Module:				Capacity Analysis Module:			
Vol/Sat:				Vol/Sat:			
Crit Moves:				Crit Moves:			
Delay/Veh:				Delay/Veh:			
Delay Adj:				Delay Adj:			
AdjDel/Veh:				AdjDel/Veh:			
LOS by Move:				LOS by Move:			
ApproachDel:				ApproachDel:			
Delay Adj:				Delay Adj:			
ApprAdjDel:				ApprAdjDel:			
LOS by Appr:				LOS by Appr:			
AllWayAvgQ:				AllWayAvgQ:			
Note: Queue reported is the number of cars per lane.				Note: Queue reported is the number of cars per lane.			

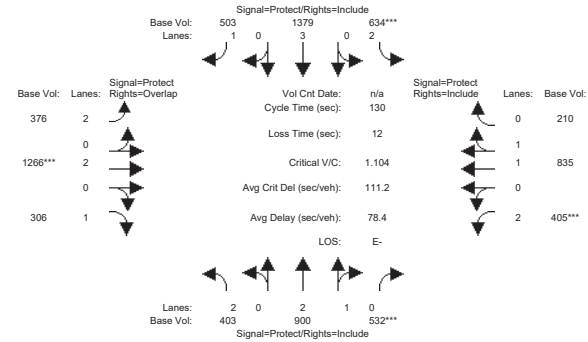
Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:			
North Bound			
South Bound			
East Bound			
West Bound			

PM Peak Hour - Project Condition			
Local Transportation Analysis for 200 Portage Avenue			
City of Palo Alto			
Level Of Service Computation Report			
2000 HCM Operations (Base Volume Alternative)			
10 PM Project			
Intersection #4: El Camino Real / Page Mill Rd			

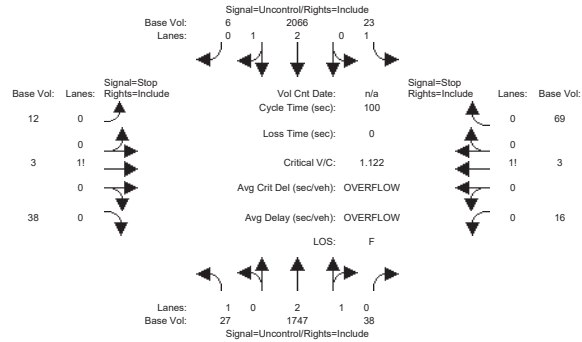


El Camino Real				Page Mill Rd			
North Bound				South Bound			
East Bound				West Bound			
Approach:				Approach:			
Movement:				Movement:			
Min. Green:				Min. Green:			
Y+R:				Y+R:			
Volume Module:				Volume Module:			
Base Vol:				Base Vol:			
Growth Adj:				Growth Adj:			
Initial Bse:				Initial Bse:			
User Adj:				User Adj:			
PHF Adj:				PHF Adj:			
PHF Volume:				PHF Volume:			
Reduct Vol:				Reduct Vol:			
Reduced Vol:				Reduced Vol:			
PCE Adj:				PCE Adj:			
MLF Adj:				MLF Adj:			
FinalVolume:				FinalVolume:			
Saturation Flow Module:				Saturation Flow Module:			
Adjustment:				Adjustment:			
Lanes:				Lanes:			
Final Sat.:				Final Sat.:			
Capacity Analysis Module:				Capacity Analysis Module:			
Vol/Sat:				Vol/Sat:			
Crit Moves:				Crit Moves:			
Green Time:				Green Time:			
Volume/Cap:				Volume/Cap:			
Delay/Veh:				Delay/Veh:			
User DelAdj:				User DelAdj:			
AdjDel/Veh:				AdjDel/Veh:			
LOS by Move:				LOS by Move:			
HCM2kAvgQ:				HCM2kAvgQ:			
Note: Queue reported is the number of cars per lane.				Note: Queue reported is the number of cars per lane.			

PM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
10 PM Project

Intersection #5: El Camino Real / Olive Ave



Street Name:	El Camino Real						Olive 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:	27	1747	38	23	2066	6	12	3	38	16	3	69
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:	27	1747	38	23	2066	6	12	3	38	16	3	69
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:	27	1747	38	23	2066	6	12	3	38	16	3	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	27	1747	38	23	2066	6	12	3	38	16	3	69
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	2072	xxxx	xxxxxx	1785	xxxx	xxxxxx	2753	3954	692	2556	3938	601
Potent Cap.:	272	xxxx	xxxxxx	352	xxxx	xxxxxx	10	3	391	14	3	448
Move Cap.:	272	xxxx	xxxxxx	352	xxxx	xxxxxx	0	3	391	0	3	448
Volume/Cap:	0.10	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	1.12	0.10	xxxx	1.09	0.15
Level of Service Module:												
2Way95thQ:	0.3	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	19.7	xxxx	xxxxxx	15.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	C	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	+	+	+	+	+	+	+	+	+	+	+	+
ApproachDel:	xxxxxx	+	+	xxxxxx	+	+	xxxxxx	+	+	xxxxxx	+	+
ApproachLOS:	+	+	+	+	+	+	F	F	F	F	F	F
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

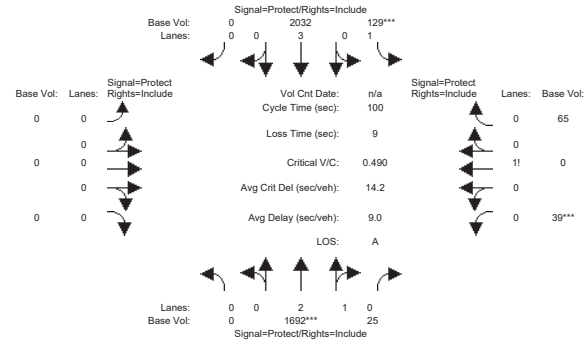
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
10 PM Project

Intersection #6: El Camino Real / Portage Ave



Street Name:	El Camino Real						Portage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1692	25	129	2032	0	0	0	0	39	0	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1692	25	129	2032	0	0	0	0	39	0	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1692	25	129	2032	0	0	0	0	39	0	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1692	25	129	2032	0	0	0	0	39	0	65
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:	0	1692	25	129	2032	0	0	0	0	39	0	65
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	5599	83	1663	5700	0	0	0	0	590	0	984
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.08	0.36	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Moves:	****			****			****			****		
Green Time:	0.0	61.7	61.7	15.8	77.5	0.0	0.0	0.0	0.0	13.5	0.0	13.5
Volume/Cap:	0.00	0.49	0.49	0.49	0.46	0.00	0.00	0.00	0.00	0.49	0.00	0.49
Delay/Veh:	0.0	10.6	10.6	39.8	4.0	0.0	0.0	0.0	0.0	41.9	0.0	41.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	10.6	39.8	4.0	0.0	0.0	0.0	0.0	41.9	0.0	41.9
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	10	10	4	7	0	0	0	0	4	0	4
Note:	Queue reported is the number of cars per lane.											

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

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
10 PM Project

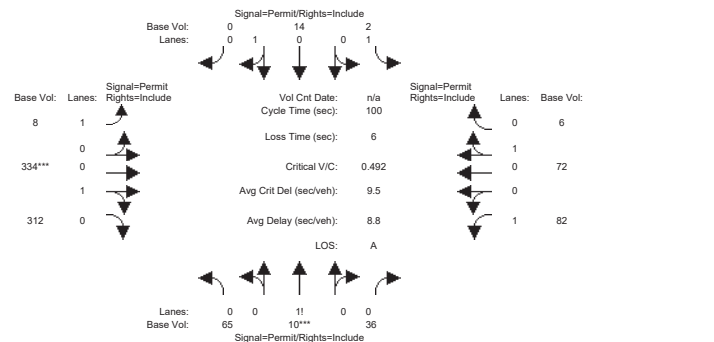
Peak Hour Delay Signal Warrant Report

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #1: Park Blvd / Page Mill Rd



Street Name:	Park Blvd						Page Mill Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	65	10	36	2	14	0	8	334	312	82	72	6
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:	65	10	36	2	14	0	8	334	312	82	72	6
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:	65	10	36	2	14	0	8	334	312	82	72	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	10	36	2	14	0	8	334	312	82	72	6
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
Final Volume:	65	10	36	2	14	0	8	334	312	82	72	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.72	0.78	0.72	0.82	1.00	0.92	0.65	0.93	0.85	0.33	0.99	0.91
Lanes:	0.59	0.08	0.33	1.00	1.00	0.00	1.00	0.50	0.50	1.00	0.92	0.08
Final Sat.:	807	124	447	1559	1900	0	1236	875	818	635	1721	143

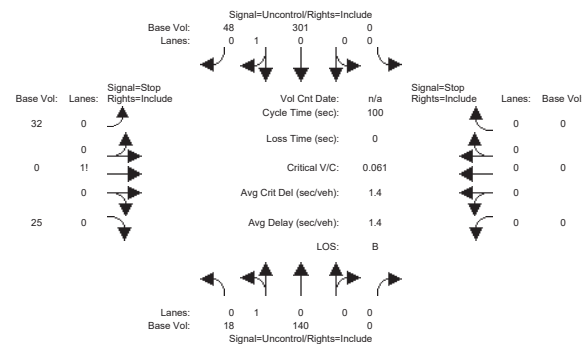
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.00	0.01	0.00	0.01	0.38	0.38	0.13	0.04	0.04
Crit Moves:	****											
Green Time:	16.4	16.4	16.4	16.4	16.4	0.0	77.6	77.6	77.6	77.6	77.6	77.6
Volume/Cap:	0.49	0.49	0.49	0.01	0.04	0.00	0.01	0.49	0.49	0.17	0.05	0.05
Delay/Veh:	39.7	39.7	39.7	35.0	35.3	0.0	2.5	4.3	4.3	3.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	39.7	39.7	35.0	35.3	0.0	2.5	4.3	4.3	3.0	2.6	2.6
LOS by Move:	D	D	D	D+	D+	A	A	A	A	A	A	A
HCM2kAvgQ:	4	4	4	0	0	0	0	7	7	1	1	1

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

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	18	140	0	0	301	48	32	0	25	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	140	0	0	301	48	32	0	25	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	140	0	0	301	48	32	0	25	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	18	140	0	0	301	48	32	0	25	0	0	0
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2	xxxxx	xxxx	xxxxx
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflct Vol:	349	xxxx	xxxxx	xxxxx	xxxx	xxxxx	501	501	325	xxxx	xxxx	xxxxx
Potent Cap.:	1221	xxxx	xxxxx	xxxxx	xxxx	xxxxx	533	475	721	xxxx	xxxx	xxxxx
Move Cap.:	1221	xxxx	xxxxx	xxxxx	xxxx	xxxxx	527	468	721	xxxx	xxxx	xxxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxxx	xxxx	xxxxx	0.06	0.00	0.03	xxxx	xxxx	xxxxx

Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	0.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	8.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	11.7	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	A	*	*	*	*	*	*	B	xxxx	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	11.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	*	B	*	*	*	*

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

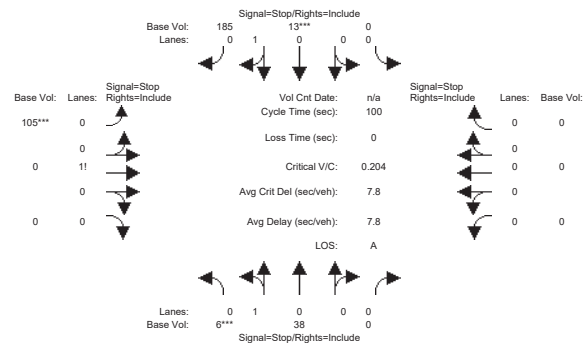
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM 4-Way Stop (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #3: Park Blvd / Lambert Ave



Street Name:	Park Blvd						Lambert Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0

Volume Module:												
Base Vol:	6	38	0	0	13	185	105	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	38	0	0	13	185	105	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	38	0	0	13	185	105	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	38	0	0	13	185	105	0	0	0	0	0
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:	6	38	0	0	13	185	105	0	0	0	0	0

Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	0.00	0.00	0.07	0.93	1.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	110	695	0	0	64	905	760	0	0	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	xxxx	xxxx	0.20	0.20	0.14	xxxx	xxxx	xxxx	xxxx	xxxx
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.6	7.6	0.0	0.0	7.5	7.5	8.2	0.0	0.0	0.0	0.0	0.0
Delay Adj:	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:	7.6	7.6	0.0	0.0	7.5	7.5	8.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	*	*	A	A	A	*	*	*	*	*
ApproachDel:	7.6	7.6			7.5	7.5	8.2			xxxxxx	xxxxxx	xxxxxx
Delay Adj:	1.00	1.00			1.00	1.00	1.00			xxxxxx	xxxxxx	xxxxxx
ApprAdjDel:	7.6	7.6			7.5	7.5	8.2			xxxxxx	xxxxxx	xxxxxx
LOS by Appr:	A	A			A	A	A			*	*	*
AllWayAvgQ:	0.1	0.1	0.1	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0
Note: Queue reported is the number of cars per lane.												

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

Peak Hour Volume Signal Warrant Report [Urban]

Intersection #3 Park Blvd / Lambert Ave

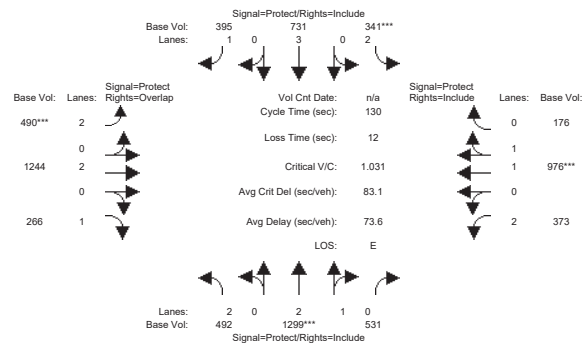
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach: North Bound South Bound East Bound West Bound

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #4: 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	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	492	1299	531	341	731	395	490	1244	266	373	976	176
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:	492	1299	531	341	731	395	490	1244	266	373	976	176
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:	492	1299	531	341	731	395	490	1244	266	373	976	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	1299	531	341	731	395	490	1244	266	373	976	176
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:	492	1299	531	341	731	395	490	1244	266	373	976	176

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.79	0.96	0.88	0.79	1.00	0.78	0.79	1.00	0.78	0.79	0.98	0.90
Lanes:	2.00	2.08	0.92	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.67	0.33
Final Sat.:	2992	3778	1544	2992	5700	1488	2992	3800	1488	2992	3105	560

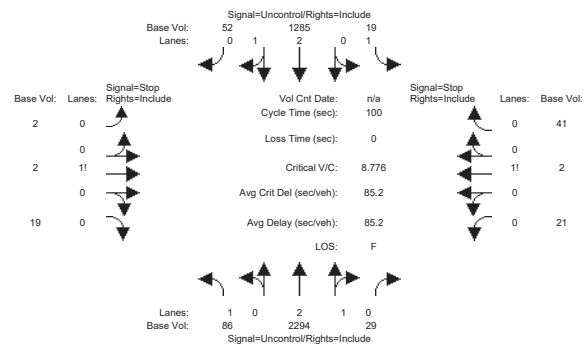
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.34	0.11	0.13	0.27	0.16	0.33	0.18	0.12	0.31	0.31
Crit Moves:	****			****			****			****		
Green Time:	22.1	43.4	43.4	14.4	35.6	35.6	20.6	43.7	65.7	16.6	39.6	39.6
Volume/Cap:	0.97	1.03	1.03	1.03	0.47	0.97	1.03	0.97	0.35	0.97	1.03	1.03
Delay/Veh:	85.4	73.1	73.1	115.5	39.5	82.8	104.2	62.0	19.6	95.7	80.4	80.4
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:	85.4	73.1	73.1	115.5	39.5	82.8	104.2	62.0	19.6	95.7	80.4	80.4
LOS by Move:	F	E	E	F	D	F	F	E	B-	F	F	F
HCM2kAvgQ:	14	30	30	13	8	22	17	30	7	11	29	29
Note: Queue reported is the number of cars per lane.												

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

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #5: El Camino Real / Olive Ave



Street Name: El Camino Real				Olive 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:	86	2294	29	19	1285	52	2	2	19	21	2	41
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:	86	2294	29	19	1285	52	2	2	19	21	2	41
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:	86	2294	29	19	1285	52	2	2	19	21	2	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	86	2294	29	19	1285	52	2	2	19	21	2	41
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	1337	xxxx	xxxxx	2323	xxxx	xxxxx	2287	3844	454	2948	3856	779
Potent Cap.:	522	xxxx	xxxxx	217	xxxx	xxxxx	22	4	558	7	4	343
Move Cap.:	522	xxxx	xxxxx	217	xxxx	xxxxx	7	3	558	2	3	343
Volume/Cap:	0.16	xxxx	xxxx	0.09	xxxx	xxxx	0.29	0.70	0.03	8.78	0.71	0.12
----- ----- ----- -----												
Level of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
Control Del:	13.2	xxxx	xxxxx	23.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	23	xxxxxx	xxxx	7	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxx	3.0	xxxxxx	xxxxxx	9.7	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	439	xxxxxx	xxxxxx	4947	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxx			xxxxxx			439.1			4947.2		
ApproachLOS:	*			*			F			F		
Note: Queue reported is the number of cars per lane.												
Peak Hour Delay Signal Warrant Report												

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

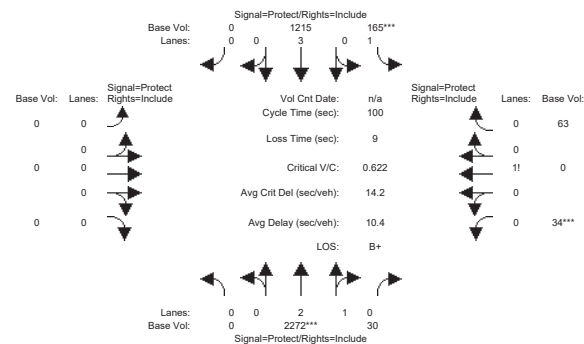
Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

AM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
11 AM Cumulative Proj

Intersection #6: El Camino Real / Portage Ave



El Camino Real				Portage Ave					
North Bound		South Bound		East Bound		West Bound			
L	T	R	L	T	R	L	T	R	
Min. Green:				7	10	10	7	10	10
Y+R:				4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:									
Base Vol:		0	2272	30	165	1215	0	0	0
Growth Adj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:		0	2272	30	165	1215	0	0	0
User Adj:		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
PHF Volume:		0	2272	30	165	1215	0	0	0
Reduct Vol:		0	0	0	0	0	0	0	0
Reduced Vol:		0	2272	30	165	1215	0	0	0
PCE Adj:		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
FinalVolume:		0	2272	30	165	1215	0	0	0
Saturation Flow Module:									
Sat/Lane:		1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:		0.92	1.00	0.92	0.88	1.00	0.92	0.83	1.00
Lanes:		0.00	2.96	0.04	1.00	3.00	0.00	0.35	0.00
Final Sat.:		0	5608	74	1663	5700	0	550	1019
Capacity Analysis Module:									
Vol/Sat:		0.00	0.41	0.41	0.10	0.21	0.00	0.00	0.06
Crit Moves:		****			****				****
Green Time:		0.0	65.1	65.1	15.9	81.0	0.0	10.0	0.0
Volume/Cap:		0.00	0.62	0.62	0.62	0.26	0.00	0.62	0.00
Delay/Veh:		0.0	10.6	10.6	43.8	2.3	0.0	50.5	0.0
User DelAdj:		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:		0.0	10.6	10.6	43.8	2.3	0.0	50.5	0.0
LOS by Move:		A	B+	B+	D	A	A	A	D
HCM2kAvgQ:		0	14	14	5	3	0	4	0
Note: Queue reported is the number of cars per lane.									

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

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
11 AM Cumulative Proj

Base Vol: 0 0 0
Signal=Uncontrol/Rights=Include
Lanes: 0 0 0

Vol Cnt Date: n/a
Cycle Time (sec): 100
Loss Time (sec): 0
Critical V/C: 4.383
Avg Crit Del (sec/veh): 61.7
Avg Delay (sec/veh): 61.7
LOS: F

Base Vol: 0 0 0
Signal=Stop
Rights=Include
Lanes: 0 0 0

Vol Cnt Date: n/a
Cycle Time (sec): 100
Loss Time (sec): 0
Critical V/C: 4.383
Avg Crit Del (sec/veh): 61.7
Avg Delay (sec/veh): 61.7
LOS: F

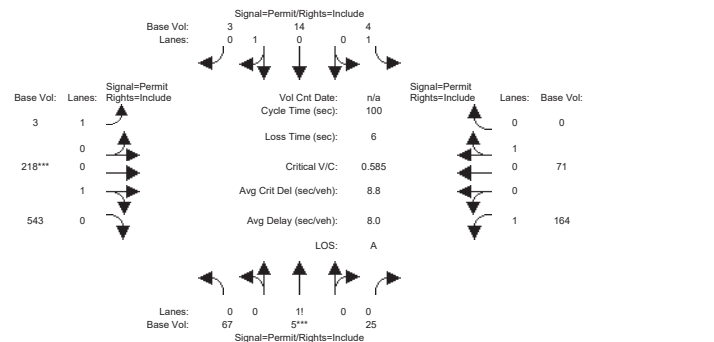
Peak Hour Delay Signal Warrant Report

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
12 PM Cumulative Proj

Intersection #1: Park Blvd / Page Mill Rd



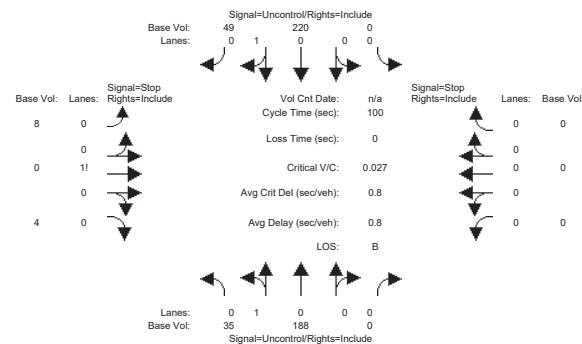
Street Name: Park Blvd				Page Mill Rd					
Approach:		North Bound		South Bound		East Bound		West Bound	
Movement:	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:									
Base Vol:	67	5	25	4	14	3	3	218	543
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	5	25	4	14	3	3	218	543
User Adj:	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
PHF Volume:	67	5	25	4	14	3	3	218	543
Reduct Vol:	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	5	25	4	14	3	3	218	543
PCE Adj:	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
FinalVolume:	67	5	25	4	14	3	3	218	543
Saturation Flow Module:									
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.69	0.75	0.69	0.79	0.97	0.90	0.65	0.89	0.82
Lanes:	0.69	0.05	0.26	1.00	0.81	0.19	1.00	0.27	0.73
Final Sat.:	911	68	340	1496	1501	322	1244	458	1141
Capacity Analysis Module:									
Vol/Sat:	0.07	0.07	0.07	0.00	0.01	0.01	0.00	0.48	0.48
Crit Moves:	****			****			****		
Green Time:	12.6	12.6	12.6	12.6	12.6	12.6	81.4	81.4	81.4
Volume/Cap:	0.58	0.58	0.58	0.02	0.07	0.07	0.00	0.58	0.58
Delay/Veh:	46.5	46.5	46.5	38.4	38.7	38.7	1.7	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.5	46.5	46.5	38.4	38.7	38.7	1.7	4.0	4.0
LOS by Move:	D	D	D	D+	D+	D+	A	A	A
HCM2kAvgQ:	4	4	4	0	1	1	0	8	8
Note:	Queue	reported	is	the	number	of	cars	per	lane.

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

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
12 PM Cumulative Proj

Intersection #2: Park Blvd / Olive Ave



Street Name:	Park Blvd						Olive 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:	35	188	0	0	220	49	8	0	4	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	188	0	0	220	49	8	0	4	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	188	0	0	220	49	8	0	4	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	35	188	0	0	220	49	8	0	4	0	0	0
----- ----- ----- -----												
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.4	6.5	6.2	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol:	269	xxxx	xxxx	xxxx	xxxx	xxxx	503	503	245	xxxx	xxxx	xxxx
Potent Cap.:	1306	xxxx	xxxx	xxxx	xxxx	xxxx	532	474	799	xxxx	xxxx	xxxx
Move Cap.:	1306	xxxx	xxxx	xxxx	xxxx	xxxx	521	461	799	xxxx	xxxx	xxxx
Volume/Cap:	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	0.00	0.01	xxxx	xxxx	xxxx
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ:	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	7.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	A	*	*	A	*	*
Movement:	LT	-	LTR	-	RT		LT	-	LTR	-	RT	
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	589	xxxx	xxxx	xxxx	xxxx
SharedQueue:	0.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.1	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	7.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	11.2	xxxx	xxxx	xxxx	xxxx
Shared LOS:	A	*	*	*	*	*	A	*	*	A	*	*
ApproachDel:	xxxxxx			xxxxxx			11.2			xxxxxx		
ApproachLOS:	*			*			B			*		

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

Peak Hour Delay Signal Warrant Report

Intersection #2 Park Blvd / Olive Ave

Base 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

Diagram illustrating a three-phase traffic signal system with three approaches. Each approach has a vertical lane (0) and a right-turn lane (1). The top approach has a base volume of 154 and a right-turn volume of 13. The middle approach has a base volume of 115 and a right-turn volume of 0. The bottom approach has a base volume of 4 and a right-turn volume of 0. The signal is controlled by a central controller with a cycle time of 100 seconds, a critical V/C of 0.175, and a LOS of A. The signal phases are Stop/Rights=Include.

Approach	Base Vol:	Lanes:	Signal=Stop/Rights=Include
Top	154	0 1	13***
Middle	115***	0 0	0
Bottom	4	0 1	0

Central Controller Parameters:

- Vol Cnt Date: n/a
- Cycle Time (sec): 100
- Loss Time (sec): 0
- Critical V/C: 0.175
- Avg Crit Del (sec/veh): 7.8
- Avg Delay (sec/veh): 7.8
- LOS: A

Signal Phases: Stop/Rights=Include

Intersection #3 Park Blvd / Lambert Ave

Base Volume Alternative: Peak Hour Warrant NOT Met

Approach:	North Bound	South Bound	East Bound	West Bound
-----------	-------------	-------------	------------	------------

Diagram illustrating a four-lane intersection with protected and overlap right-turn lanes. The intersection is controlled by a traffic signal with a cycle time of 130 seconds. The diagram shows the base volume for each lane and the signal timing for each phase.

Signal Timing and Base Volume Data:

Direction	Lane	Base Vol	Signal=Protect/Rights=Include
Northbound (Left)	453	2	606
	0	2	0
	1525***	2	1661
	0	2	0
Southbound (Right)	368	1	763***
	0	2	0
Eastbound (Top)	0	253	0
	1	1	0
	1006	1	0
	0	0	0
Westbound (Bottom)	2	488***	0
	0	2	0

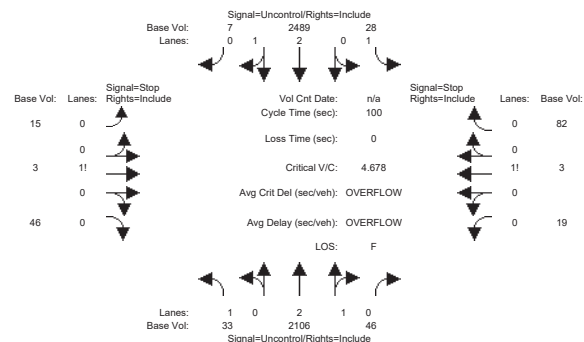
Signal Timing Data:

Signal=Protect/Rights=Include	Vol Cnt Date	Cycle Time (sec)	Loss Time (sec)	Critical V/C	Avg Crt Del (sec/veh)	Avg Delay (sec/veh)	LOS
n/a	130	12	1.330	204.7	136.6	F	

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Unsignalized (Base Volume Alternative)
12 PM Cumulative Proj

Intersection #5: El Camino Real / Olive Ave



Street Name:	El Camino Real						Olive 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:	33	2106	46	28	2489	7	15	3	46	19	3	82
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:	33	2106	46	28	2489	7	15	3	46	19	3	82
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:	33	2106	46	28	2489	7	15	3	46	19	3	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	33	2106	46	28	2489	7	15	3	46	19	3	82
Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3
Capacity Module:												
Cnflct Vol:	2496	xxxx	xxxxxx	2152	xxxx	xxxxxx	3318	4767	833	3082	4747	725
Potent Cap.:	186	xxxx	xxxxxx	254	xxxx	xxxxxx	3	1	316	5	1	372
Move Cap.:	186	xxxx	xxxxxx	254	xxxx	xxxxxx	0	1	316	0	1	372
Volume/Cap:	0.18	xxxx	xxxx	0.11	xxxx	xxxx	xxxx	4.68	0.15	xxxx	4.53	0.22

Level Of Service Module:												
2Way95thQ:	0.6	xxxx	xxxxxx	0.4	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	28.5	xxxx	xxxxxx	20.9	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	D	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	0	xxxxxx	xxxx	0	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	*			*			F			F		

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

Peak Hour Delay Signal Warrant Report

Intersection #5 El Camino Real / Olive Ave

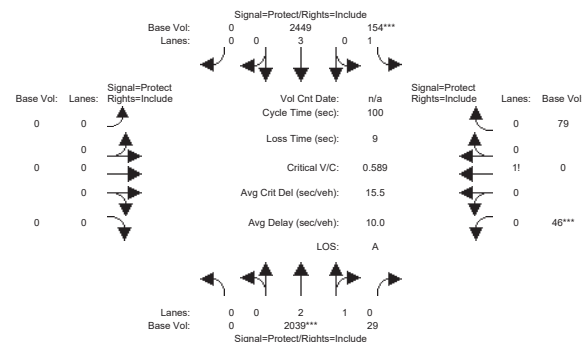
Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

Level Of Service Computation Report
2000 HCM Operations (Base Volume Alternative)
12 PM Cumulative Proj

Intersection #6: El Camino Real / Portage Ave



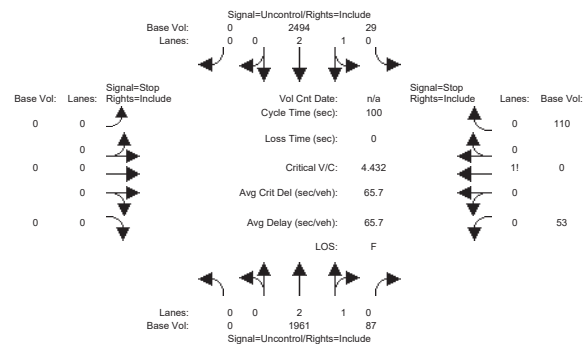
Street Name:	El Camino Real						Portage Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2039	29	154	2449	0	0	0	0	46	0	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2039	29	154	2449	0	0	0	0	46	0	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2039	29	154	2449	0	0	0	0	46	0	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2039	29	154	2449	0	0	0	0	46	0	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2039	29	154	2449	0	0	0	0	46	0	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.88	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	2.95	0.05	1.00	3.00	0.00	0.00	0.00	0.00	0.37	0.00	0.63
Final Sat.:	0	5602	80	1663	5700	0	0	0	0	579	0	994
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.09	0.43	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	0.0	61.8	61.8	15.7	77.5	0.0	0.0	0.0	0.0	13.5	0.0	13.5
Volume/Cap:	0.00	0.59	0.59	0.59	0.55	0.00	0.00	0.00	0.00	0.59	0.00	0.59
Delay/Veh:	0.0	11.7	11.7	42.7	4.6	0.0	0.0	0.0	0.0	45.0	0.0	45.0
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:	0.0	11.7	11.7	42.7	4.6	0.0	0.0	0.0	0.0	45.0	0.0	45.0
LOS by Move:	A	B+	B+	D	A	A	A	A	A	D	A	D
HCM2kAvgQ:	0	13	13	5	9	0	0	0	0	5	0	5

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

PM Peak Hour - Cumulative + Project Condition
Local Transportation Analysis for 200 Portage Avenue
City of Palo Alto

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2000 HCM Unsignalized (Base Volume Alternative)
12 PM Cumulative Proj

Intersection #7: El Camino Real / Lambert Ave



Street Name: El Camino Real Lambert 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:	0	1961	87	29	2494	0	0	0	0	53	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1961	87	29	2494	0	0	0	0	53	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1961	87	29	2494	0	0	0	0	53	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1961	87	29	2494	0	0	0	0	53	0	110

Critical Gap Module:

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

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxx	2048	xxxx	xxxxx	xxxx	xxxx	xxxxx	2894	4557	697
Potent Cap.:	xxxx	xxxx	xxxxx	278	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	1	388
Move Cap.:	xxxx	xxxx	xxxxx	278	xxxx	xxxxx	xxxx	xxxx	xxxxx	12	1	388
Volume/Cap:	xxxx	xxxx	xxxx	0.10	xxxx	xxxx	xxxx	xxxx	xxxxx	4.43	0.00	0.28

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:xxxxx	xxxx	xxxx	xxxxx	19.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	35	xxxxx
SharedQueue:xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	19.2	xxxxx	
Shrd ConDel:xxxxx	xxxx	xxxxx	19.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1904	xxxxx	
Shared LOS:	*	*	*	C	*	*	*	*	*	F	*	
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	1904.0	xxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	F	*	

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

Peak Hour Delay Signal Warrant Report

Intersection #7 El Camino Real / Lambert Ave

Base Volume Alternative: Peak Hour Warrant Met

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

Appendix D

Signal Warrant Worksheets



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Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 3.02 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 40 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 2931 vph

Condition B

The plotted point falls above the curve

No

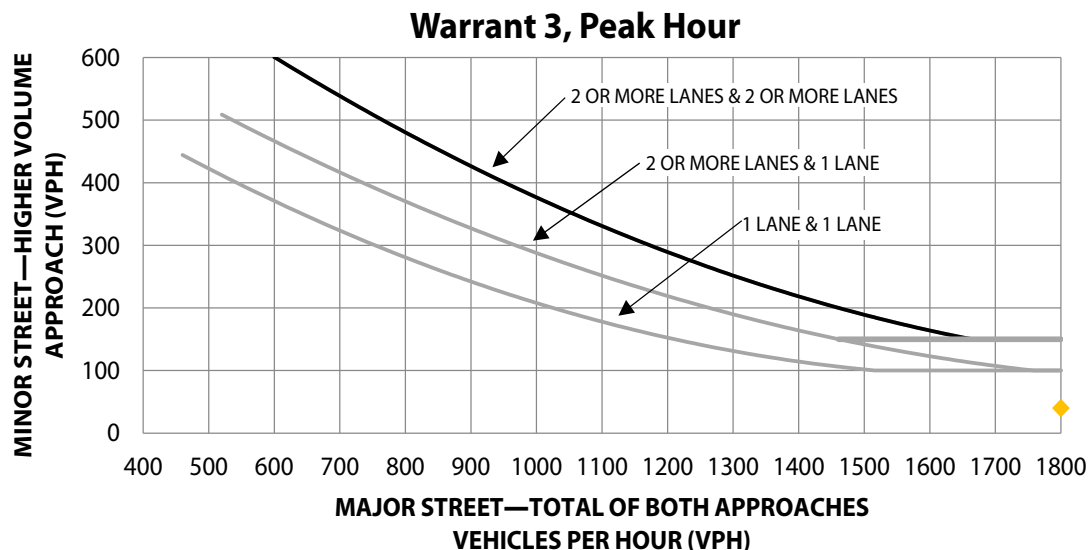
Not Met

Not Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 13.56 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 73 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3736 vph

Condition B

The plotted point falls above the curve

No

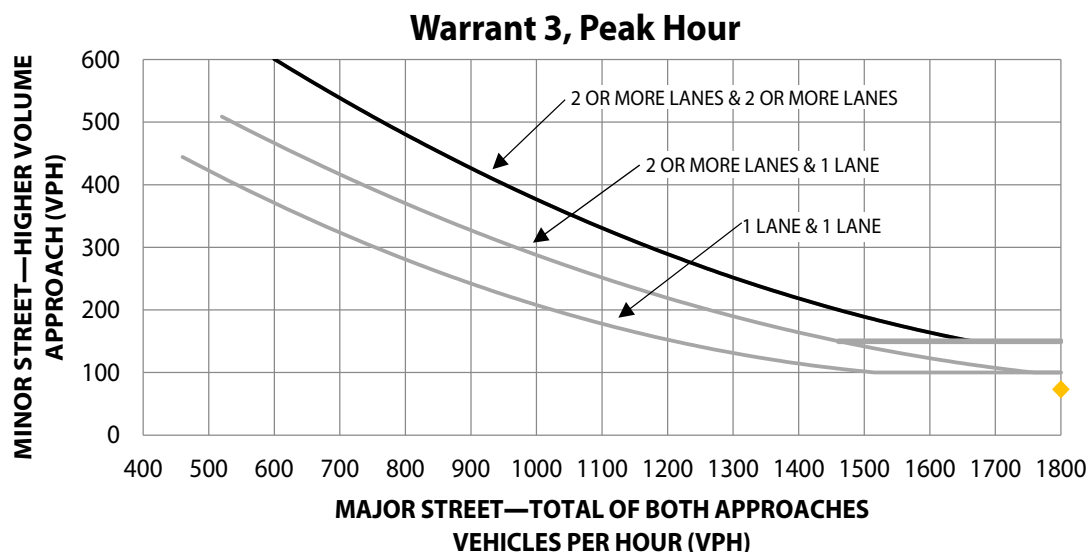
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 3.41 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 50 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 2943 vph

Condition B

The plotted point falls above the curve

No

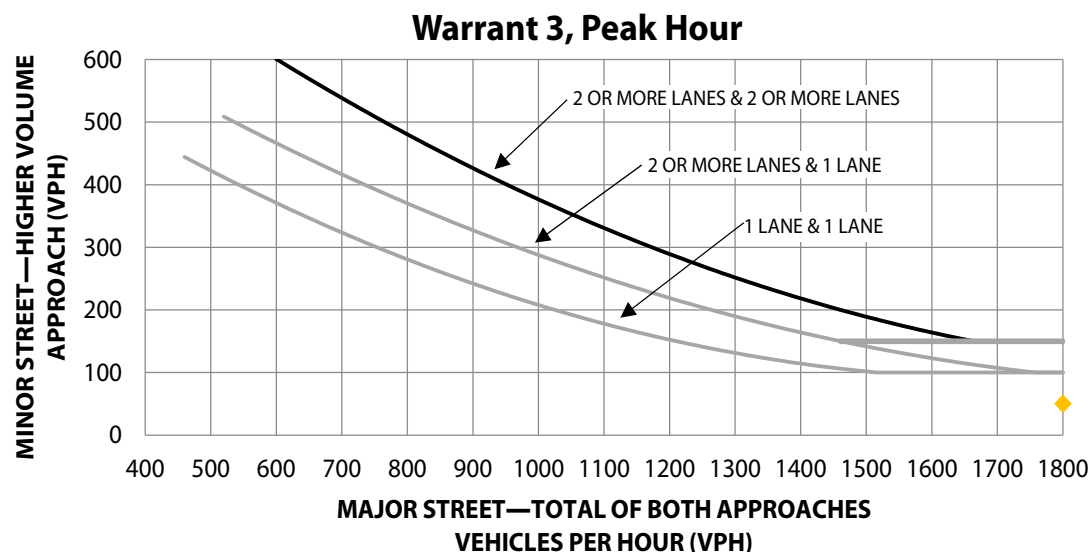
Not Met

Not Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 14.78 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 80 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3748 vph

Condition B

The plotted point falls above the curve

No

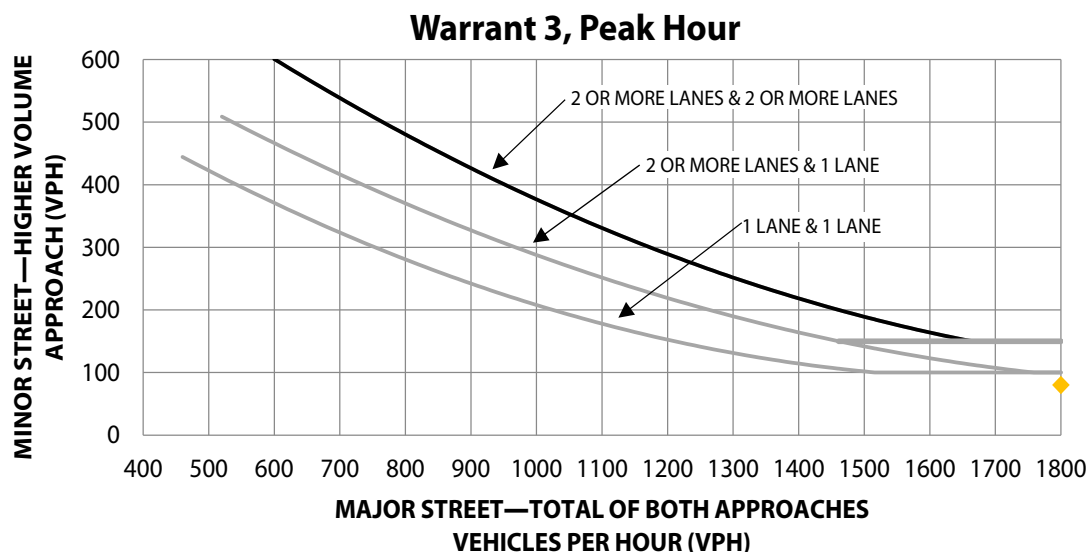
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 5.42 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 90 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 2931 vph

Condition B

The plotted point falls above the curve

No

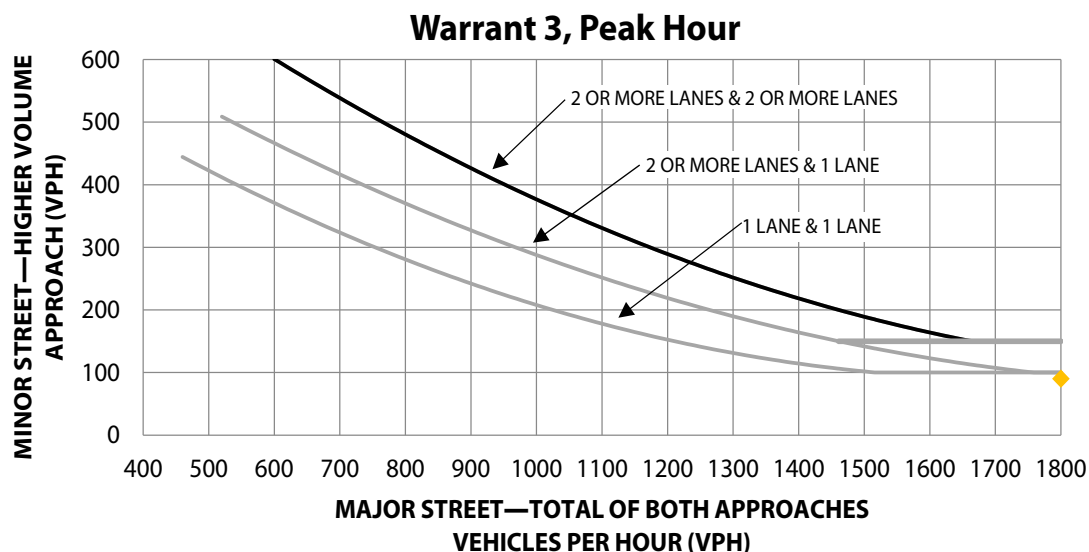
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 7.99 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 122 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3628 vph

Condition B

The plotted point falls above the curve

Yes

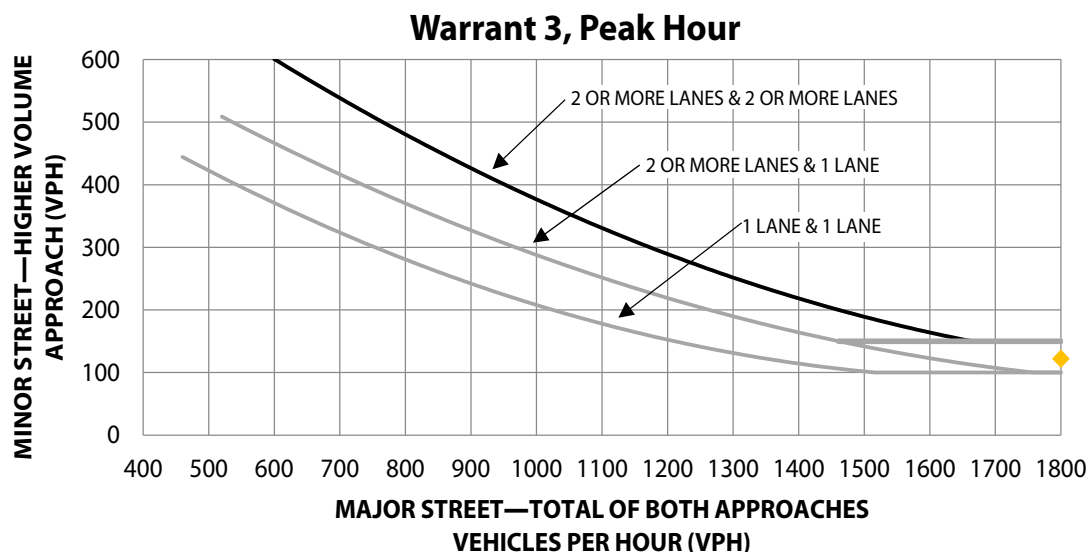
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 7.24 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 95 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 2943 vph

Condition B

The plotted point falls above the curve

No

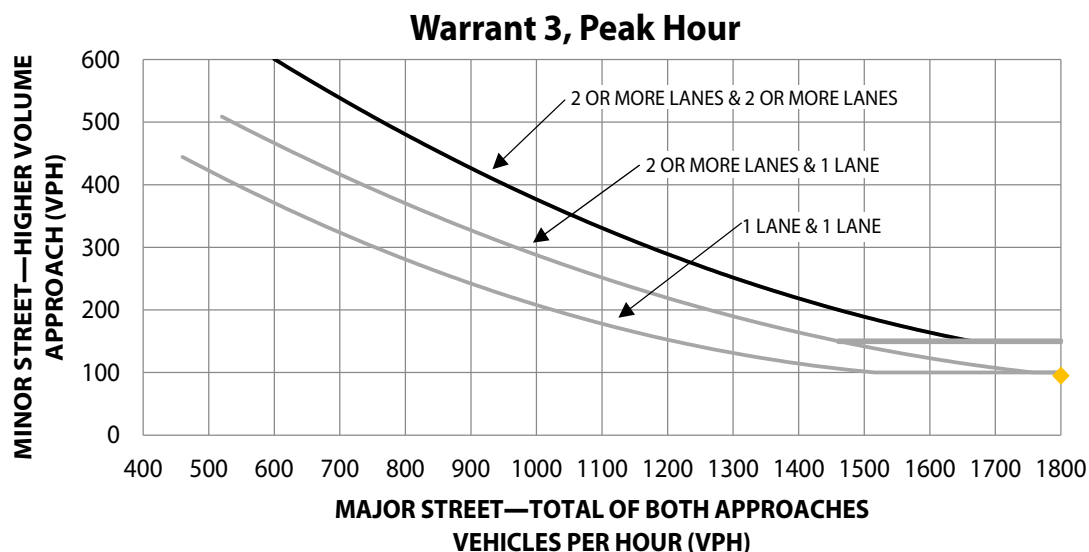
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Existing PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 9.59 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 125 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3641 vph

Condition B

The plotted point falls above the curve

Yes

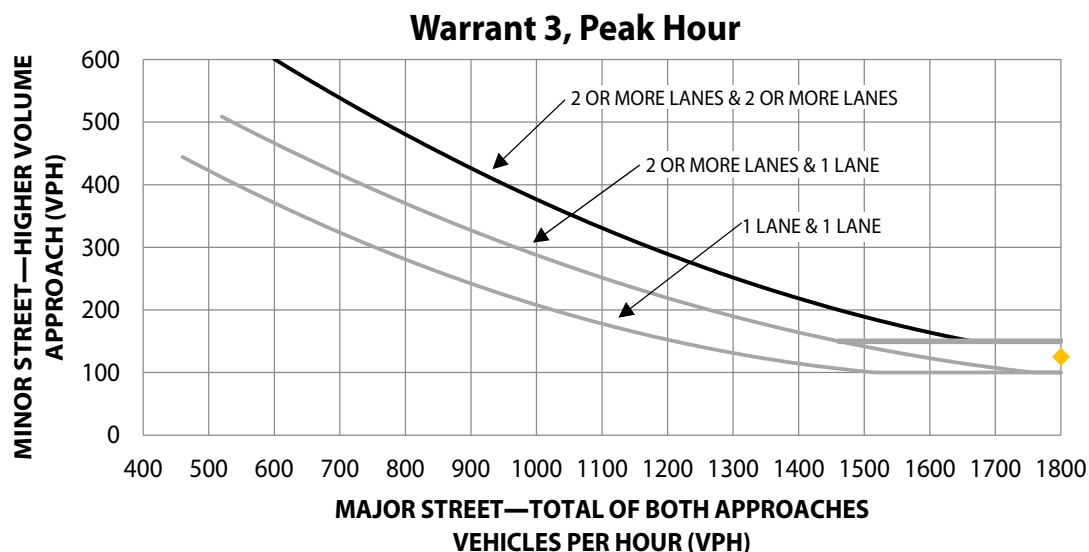
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 8.9 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 45 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3177 vph

Condition B

The plotted point falls above the curve

No

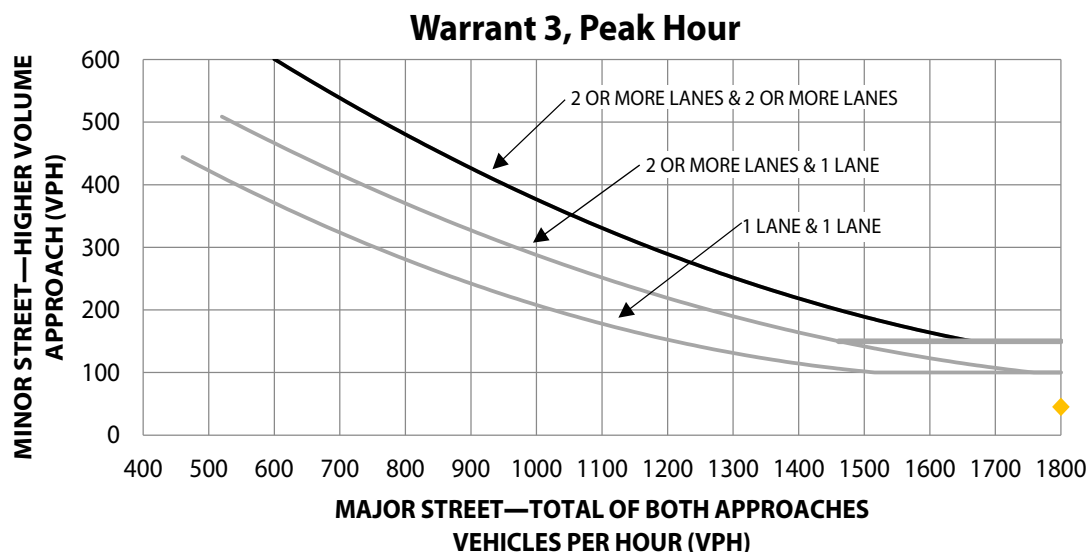
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 22.48 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 81 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4036 vph

Condition B

The plotted point falls above the curve

No

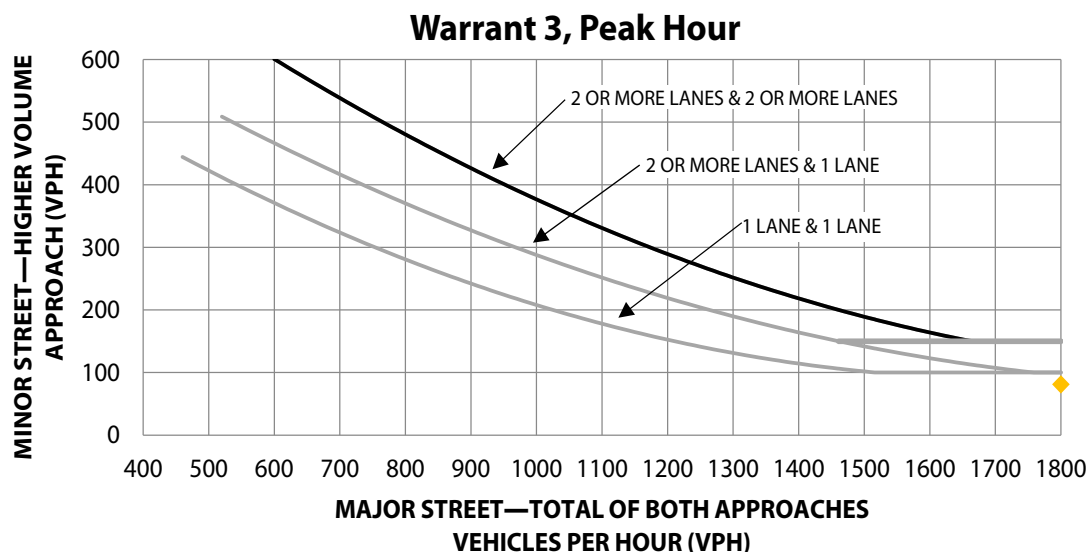
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 10.28 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 55 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3189 vph

Condition B

The plotted point falls above the curve

No

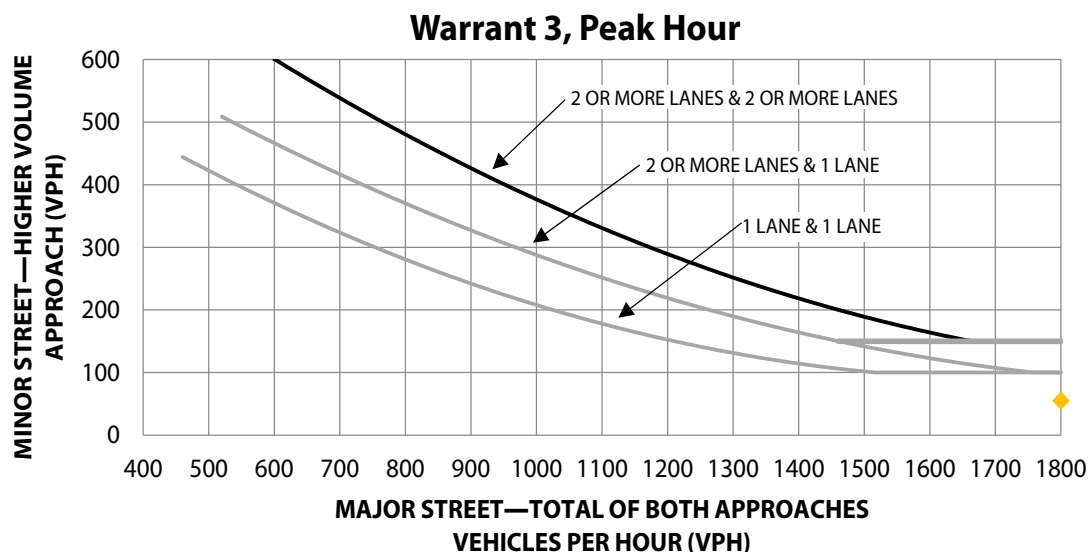
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 24.42 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 88 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4048 vph

Condition B

The plotted point falls above the curve

No

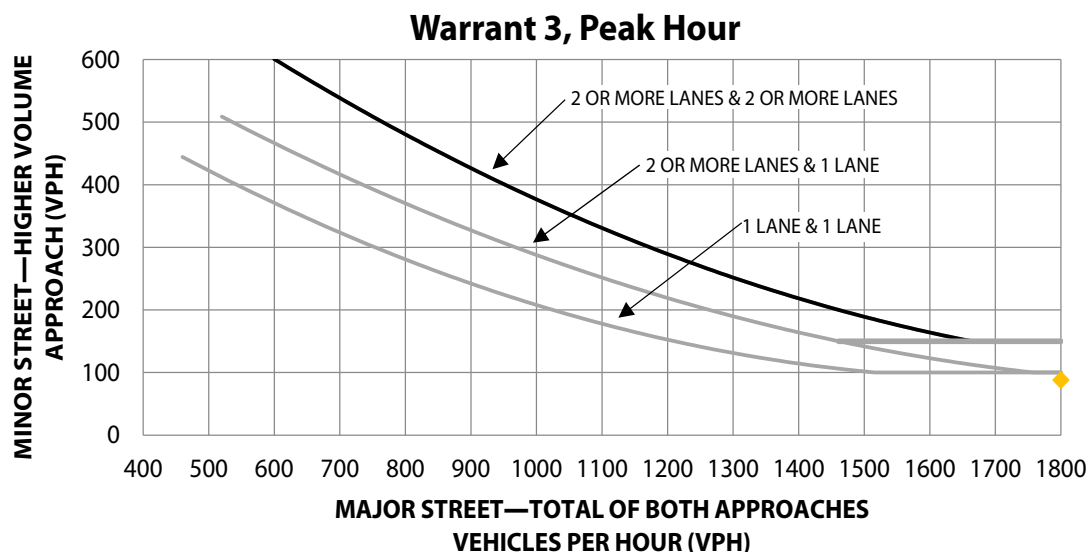
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 11.55 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 98 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3171 vph

Condition B

The plotted point falls above the curve

No

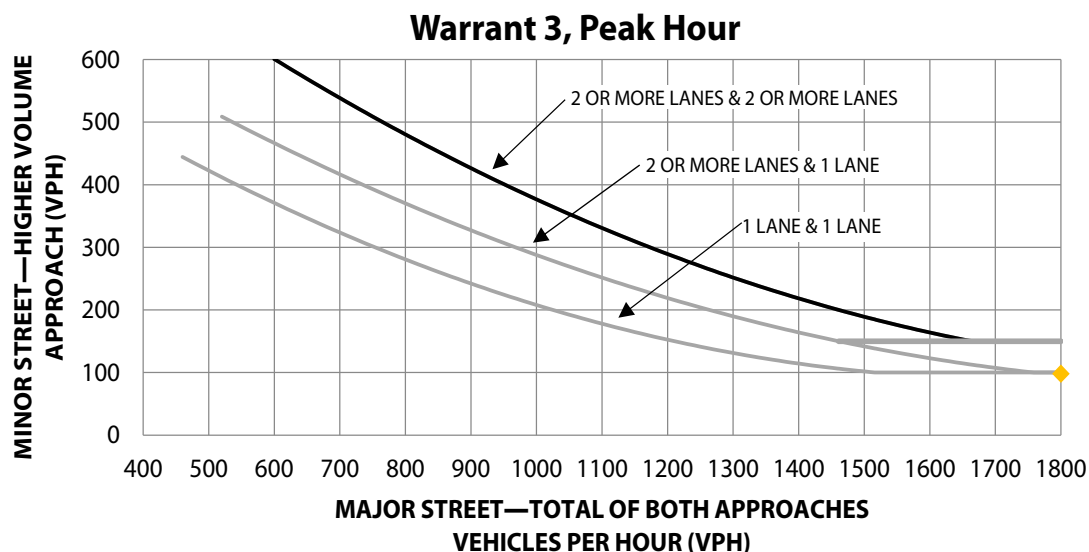
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 17.29 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 133 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3918 vph

Condition B

The plotted point falls above the curve

Yes

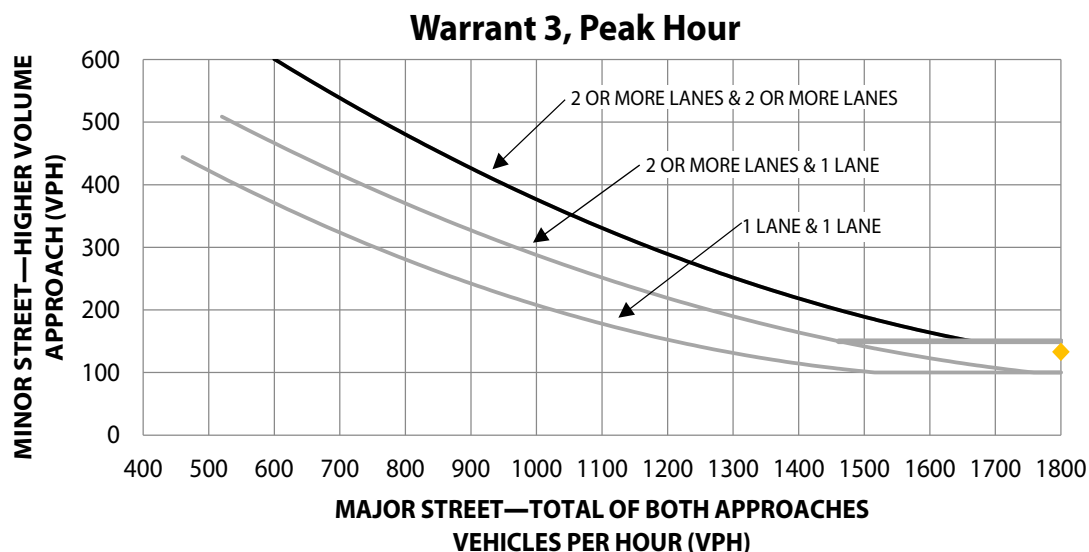
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 14.69 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 103 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3183 vph

Condition B

The plotted point falls above the curve

Yes

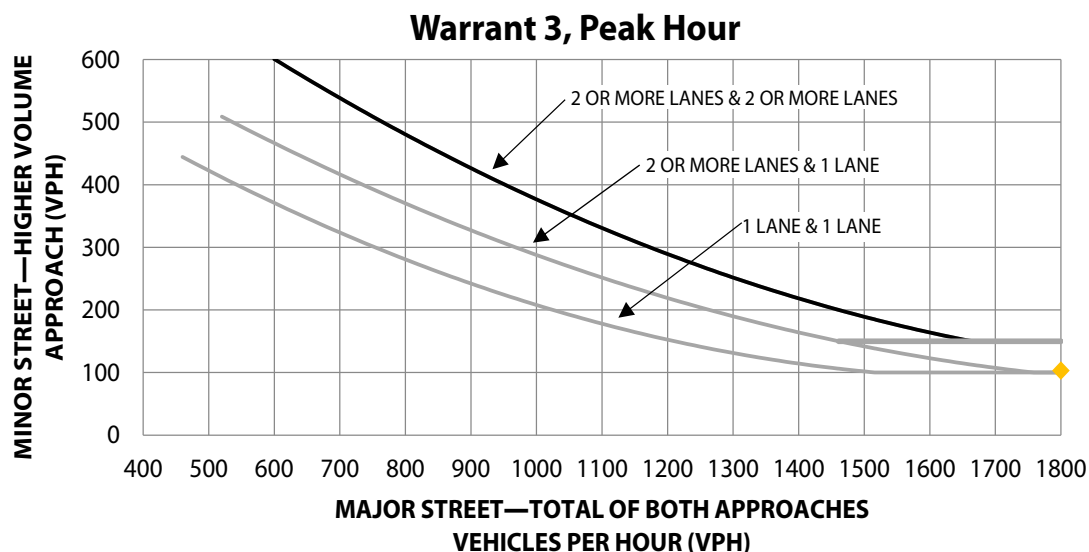
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Background PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 19.51 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 133 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3923 vph

Condition B

The plotted point falls above the curve

Yes

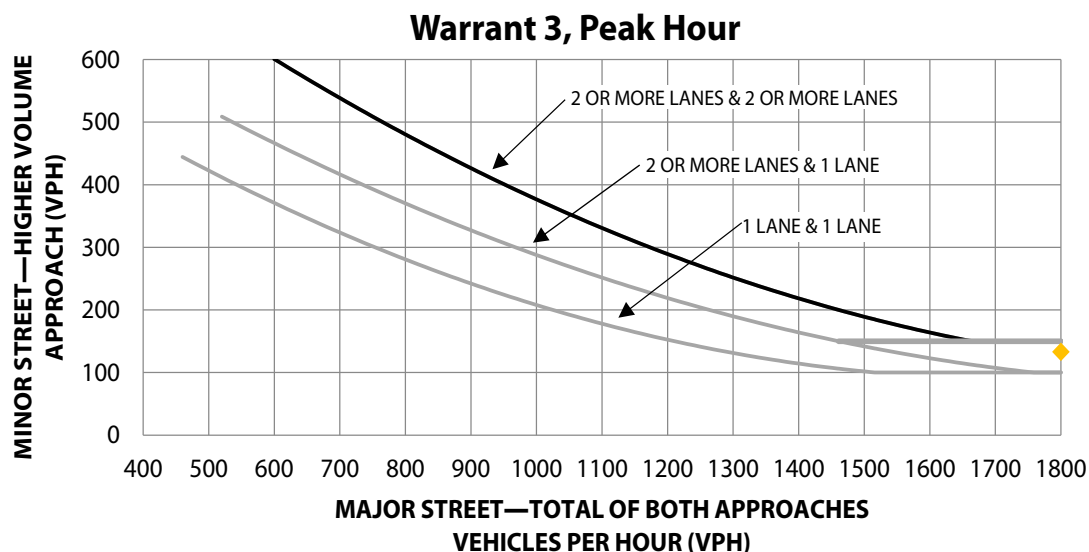
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 76.25 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 54 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3840 vph

Condition B

The plotted point falls above the curve

No

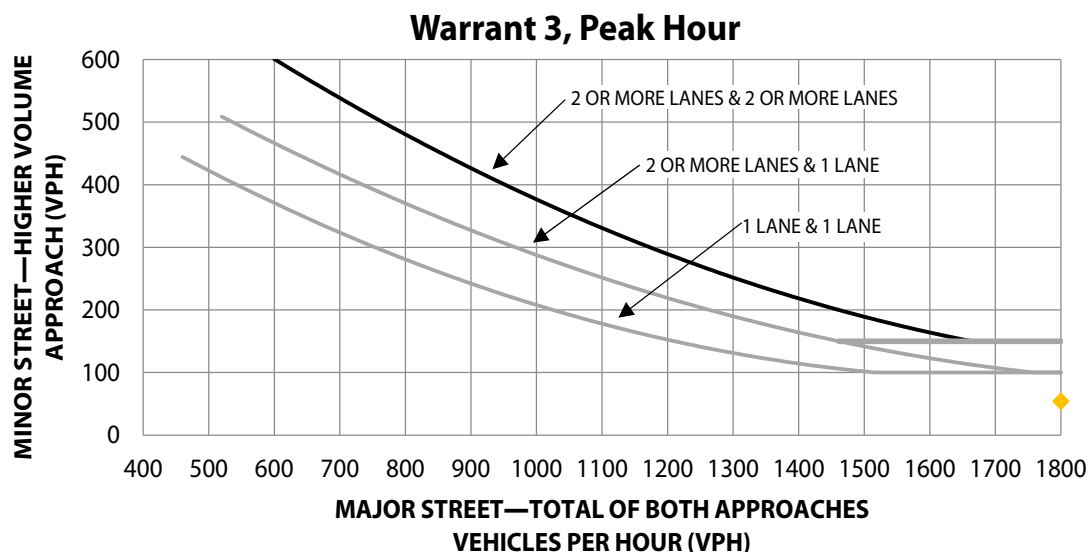
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 269.42 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 97 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4865 vph

Condition B

The plotted point falls above the curve

No

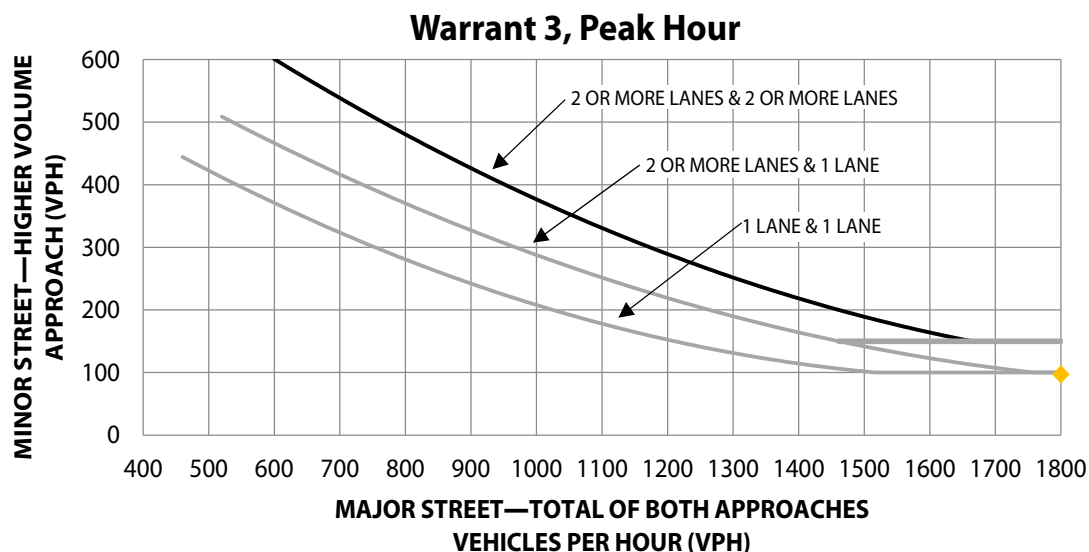
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 87.95 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 64 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3850 vph

Condition B

The plotted point falls above the curve

No

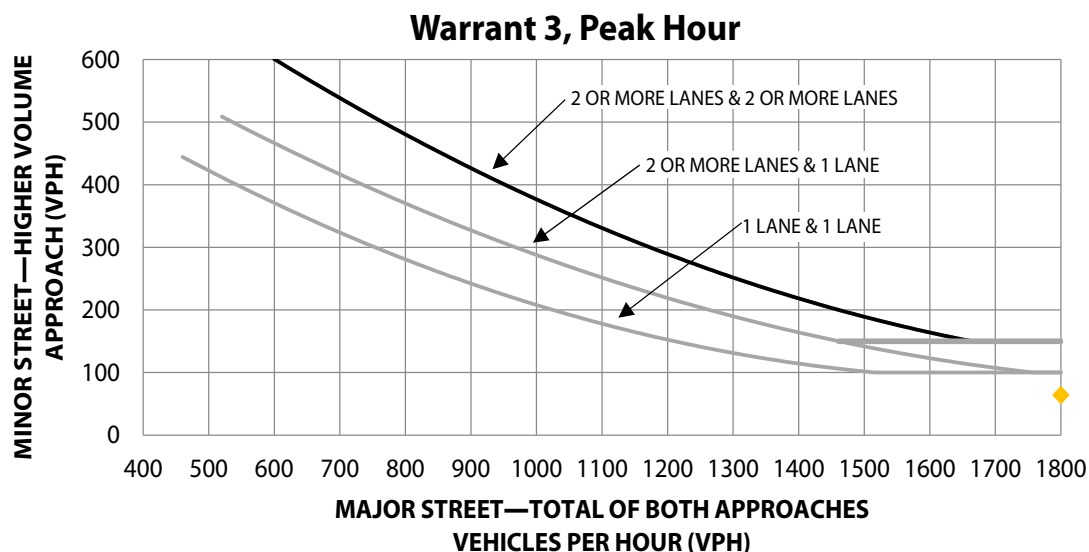
Not Met

Met

Not Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Olive Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 5

	Major Street	Minor Street
Street Name	El Camino Real	Olive Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 288.86 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 104 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4877 vph

Condition B

The plotted point falls above the curve

Yes

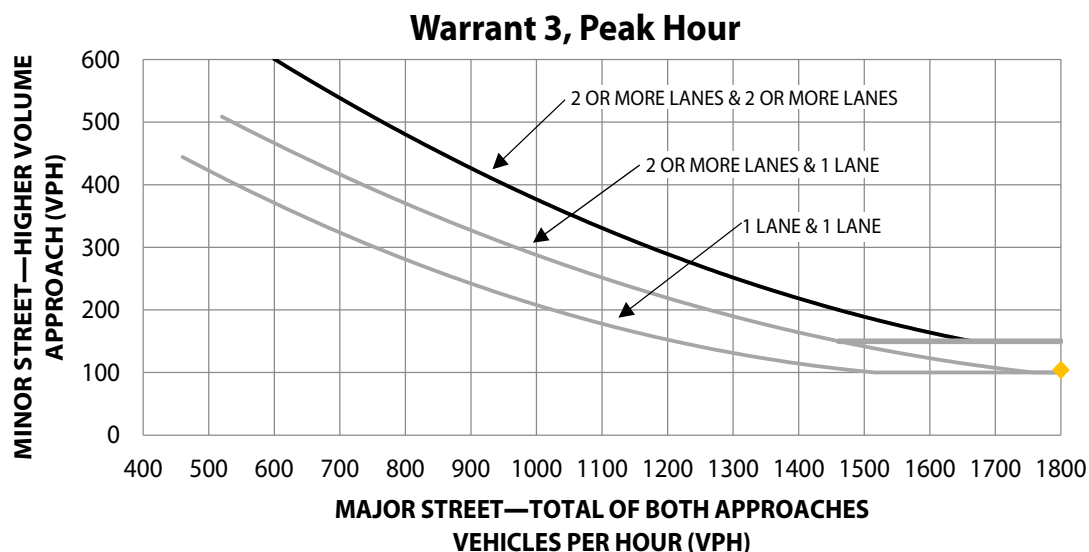
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative AM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 55.91 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 118 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3835 vph

Condition B

The plotted point falls above the curve

Yes

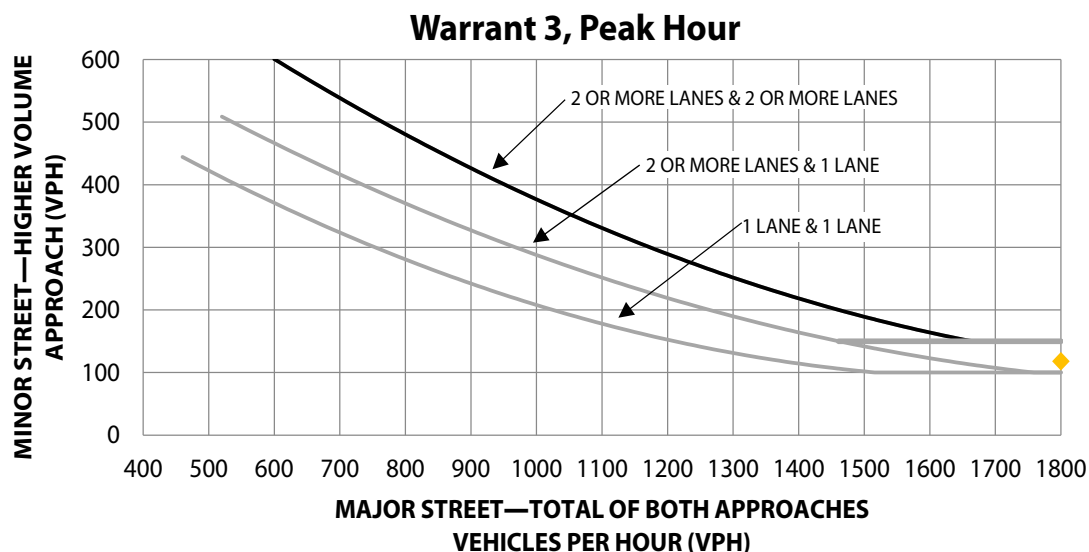
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative PM

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 78.18 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 160 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4721 vph

Condition B

The plotted point falls above the curve

Yes

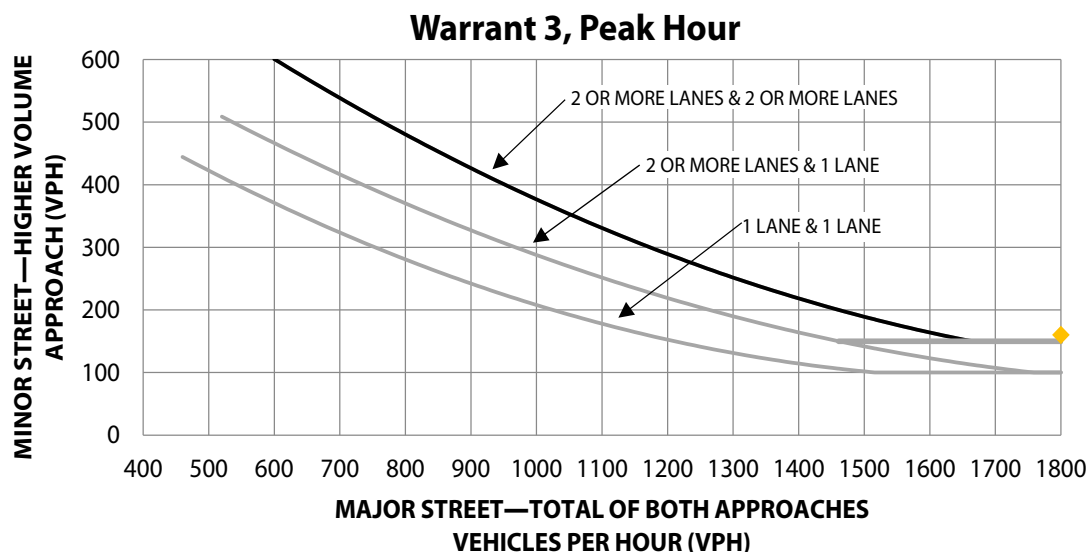
Met

Met

Met

Met

Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative AM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 65.8 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 123 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 3847 vph

Condition B

The plotted point falls above the curve

Yes

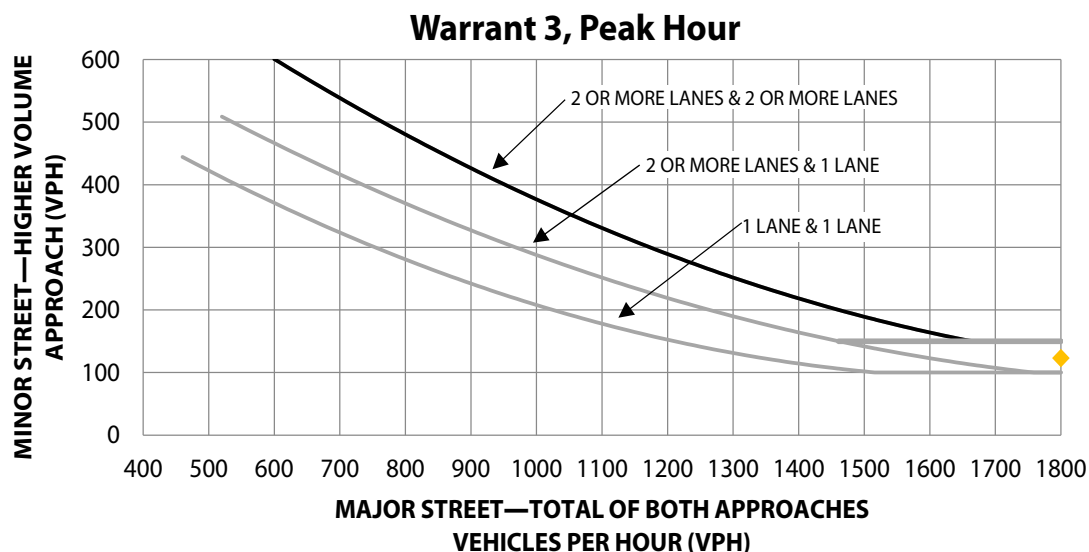
Met

Met

Met

Met

Not Met



Warrant 3: Peak-Hour Volumes and Delay

El Camino Real & Lambert Avenue
Palo Alto, CA

Project Name: 200 Portage Avenue

Intersection: 7

	Major Street	Minor Street
Street Name	El Camino Real	Lambert Avenue
Direction	N-S	E-W
Number of Lanes	6	1
Approach Speed	35	25

Population less than 10,000? No
Date of Count: Wednesday, January 5, 2022
Scenario: Cumulative PM + Project

Warrant 3 Met?: Met when either Condition A or B is met

Condition A: Met when conditions A1, A2, and A3 are met

Condition A1

The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one lane approach, or five vehicle-hours for a two-lane approach

Minor Approach Delay: 86.21 vehicle-hours

Condition A2

The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic of 150 vph for two moving lanes

Minor Approach Volume: 163 vph

Condition A3

The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches

Total Entering Volume: 4734 vph

Condition B

The plotted point falls above the curve

Yes

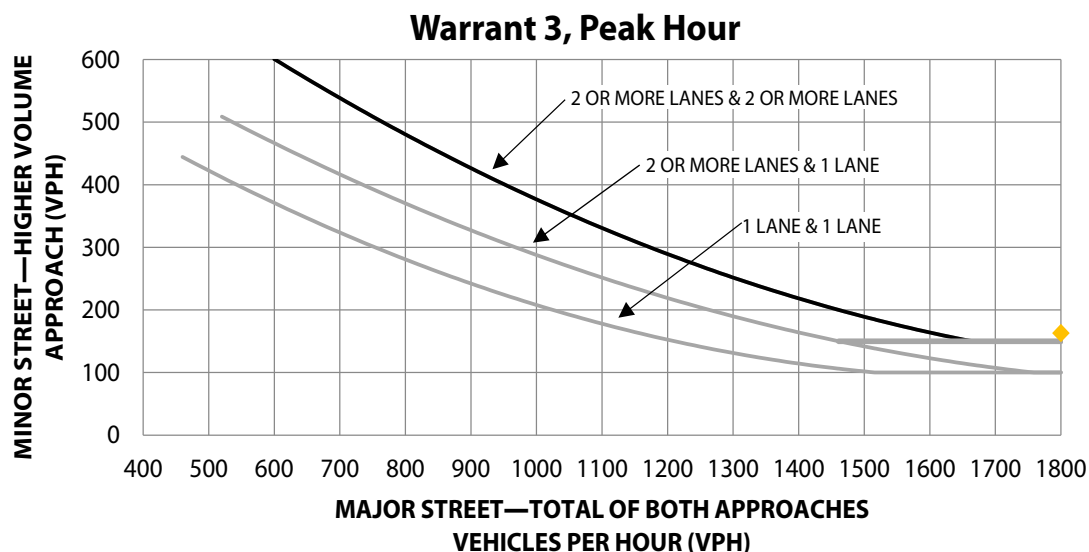
Met

Met

Met

Met

Met



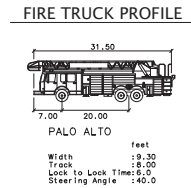
Appendix E

Emergency Vehicle Swept Path Exhibits



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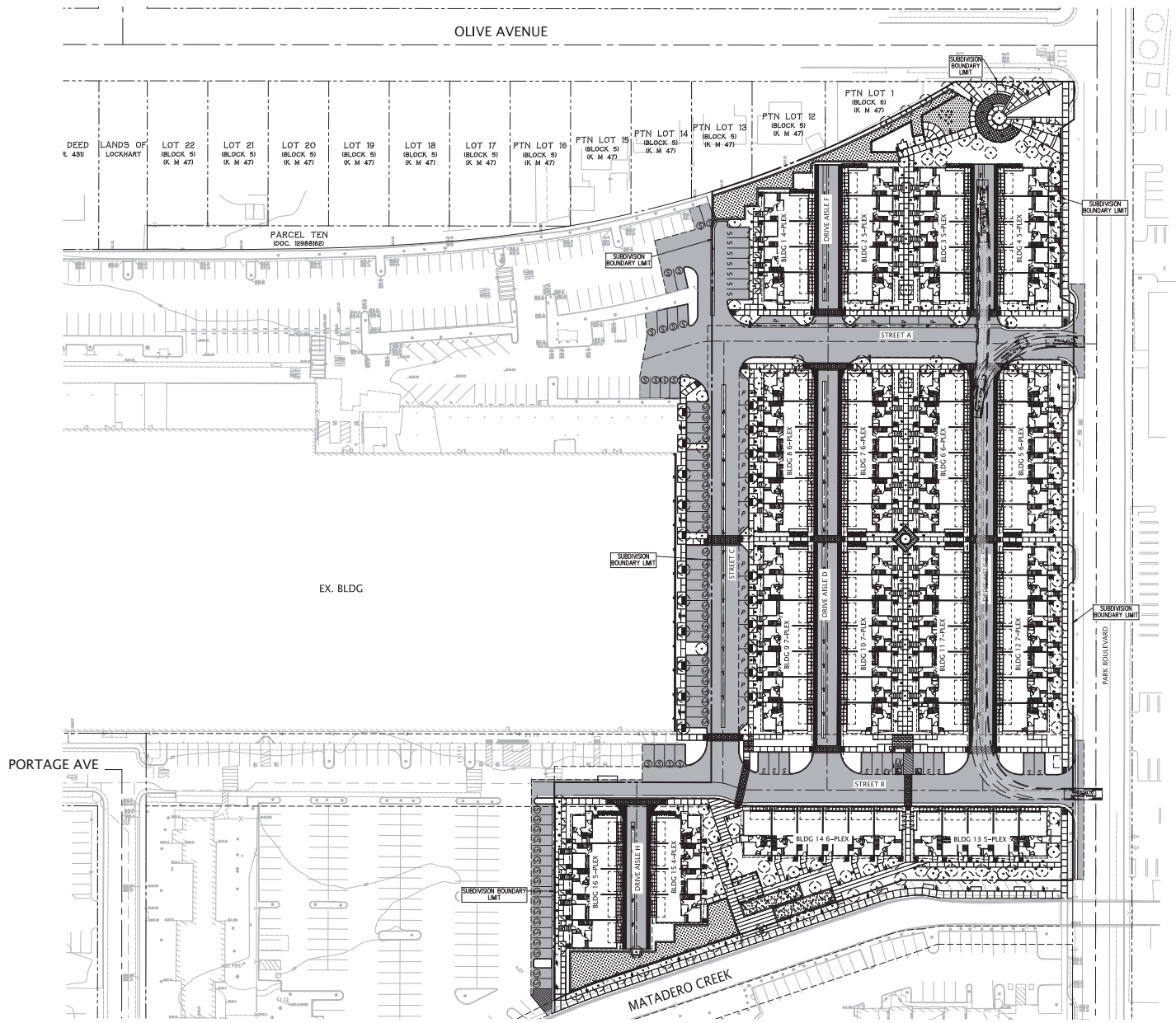
LEGEND	
	CONCRETE V-DITCH
	BORENTENTION BASIN
	CONCRETE SIDEWALK
	AC PAVEMENT
	ADA PARKING
	ELECTRIC VEHICLE



NOTE

ALL ACCESSIBLE TRASH TRUCK ROUTES SHALL HAVE A STREET SECTION THAT CAN SUPPORT A SOLID WASTE VEHICLE. MUST BE ABLE TO SUPPORT 60,000 LBS (30 TONS).

Scale 1" = 40'



21.1010.141029-40 (DWG) C:\A\141029-40\Drawings\141029-40\141029-40-01.dwg - 141029-40 - SITE PLAN - 06/21/2021 05:52:25 PM [User]



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PALO ALTO, CA
2020-0771.00

CITY SUBMITTAL
AUGUST 03, 2021

**FIRE TRUCK ROUTE 1 PLAN
RESIDENTIAL**

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C7.7

